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Beasley Grain Co., J. N., whole, grain, field seeds.*
Pauhandle Gr. & Elevr. Co., whole, gr., fld. seeds.*
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Lederer Bros., grain receivers.*
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Howlett Co., E. C., grain brokers.
Jaquith Parker, Smith & Co., wheat barley milo.*
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CHICAGO (Continued).

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Stockham Grain Co., E., whole grain & feed.*

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Rich Grain Co., grain commission.*
Shotwell & Co., C. A., commission, bkg.
Star Elevator Co., grain merchants.*
Urmston Grain Co., receivers & shippers.*
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Zimmerman, Otto A., barley & oats my spec'ity.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Omaha Elevator Co., receivers, shippers.*
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Updike Grain Co., consignments.*

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PEORIA (Continued)

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Harwood-Young Co., grain commission.
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.
Miles, P. B. & C. C., grain commission.*
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Rumsey, Moore & Co., grain receivers.*
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Warren Com. Co., consignments.*

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Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Stites, A. Judson, grain and millfeed.*
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Smith & Co., J. W., grain, hay.*
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Morehouse & Co., W. H., grain and seeds.
Southworth & Co., grain and seeds.*
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Zahn & Co., J. F., grain, seeds.*

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Kansas Milling Co., The, millers and grain dealers.
Marshall Hall Grain Co., exporters.*
Norris Grain Co., The Exporters.*
Strong Trading Co., grain and coal.*
Williamson Grain Co., grain com'son.

WICHITA FALLS, TEX.

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*Members Grain Dealers National Association.

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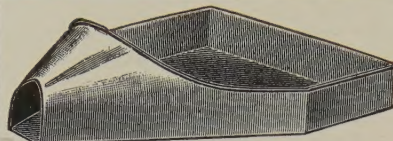
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You'll crow too if you
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THE A. McCLELLAND MERCANTILE, I. & R. CO., PUEBLO, COLO.

We are Members of the Denver Grain Exchange

If you wish to buy or sell grain in carlots write us.

Pueblo is the Real City of Opportunity, Sunshine and Health.

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CORN MILLERS AND CORN BUYERS

You will want this early

TENNESSEE AND MISSISSIPPI CORN,

BECAUSE, it is sun dried and will make you a better finished product. Wire us. Write us for immediate shipment and state fully your wants, and we will submit quotations.

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Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow skelled corn and recleaned white oats.

IF YOU WANT

regular country shippers to become familiar with your firm name, place your "ad" here :: ::

The Scott County Milling Co.
Daily Capacity 3500 Bbls.

OFFER US YOUR SOFT and HARD WHEAT also CORN

Mills and Elevators,
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3,000,000
Bushels

General Office:
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RECEIVERS, SHIPPERS AND BROKERS

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CORN, OATS
MILLFEED
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ETC.

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ASK FOR PRICES ON
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"The top 'o the market to you."

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GRAIN BROKERS
BUYERS OF CAR LOTS

R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

MARSHALL HALL GRAIN CO.

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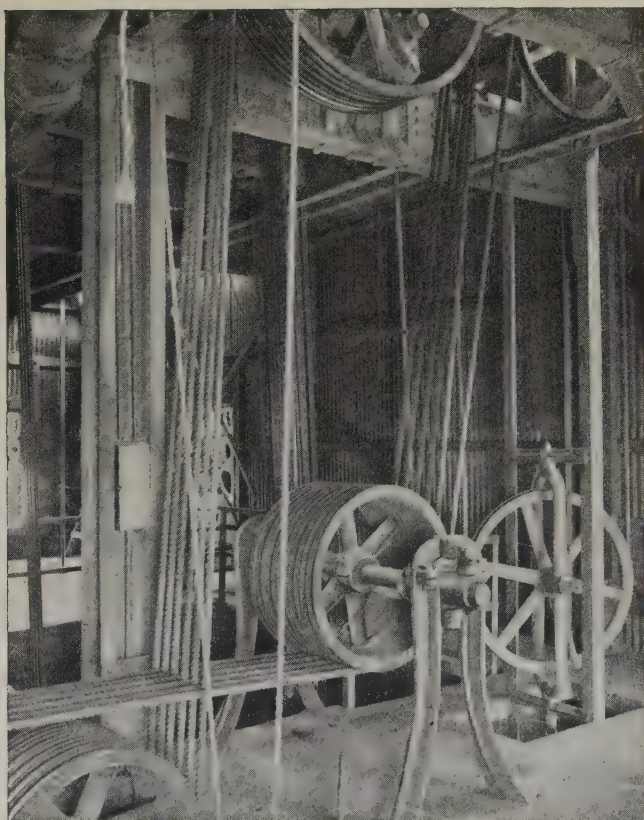
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We have designed, manufactured and installed hundreds of successful rope transmissions with sheaves of proper pitch, correct groove form and smooth finish.

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(193)

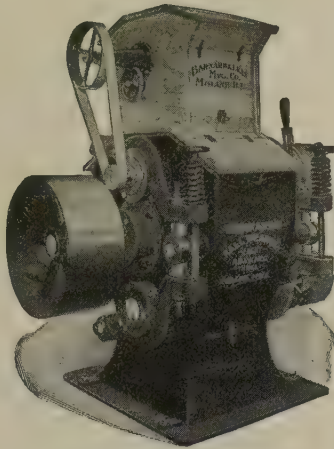
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If What You Want you see advertised, tell the advertiser. If Not--Tell the Journal.

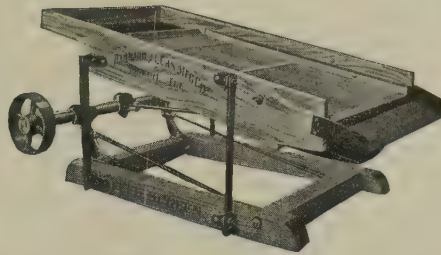
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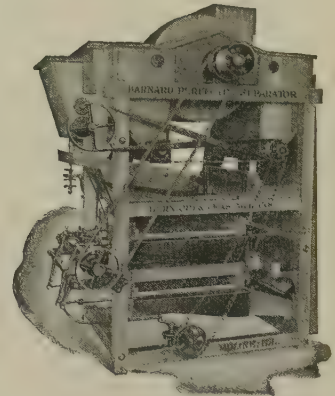
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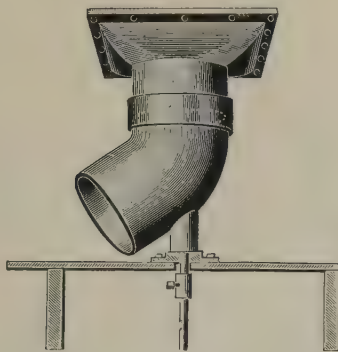


Grain Cleaners

Oat Clippers

Grain Shovels

Car Pullers



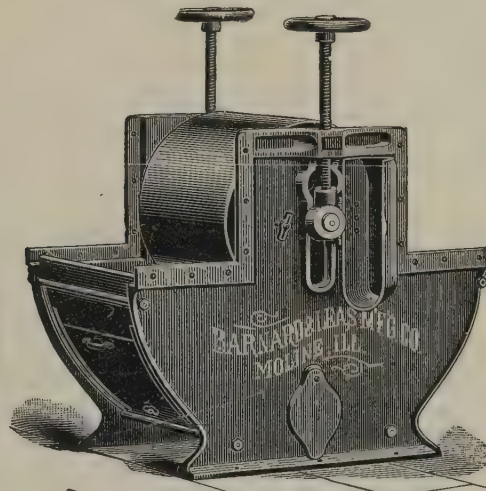
Friction Clutches

Rope Drives

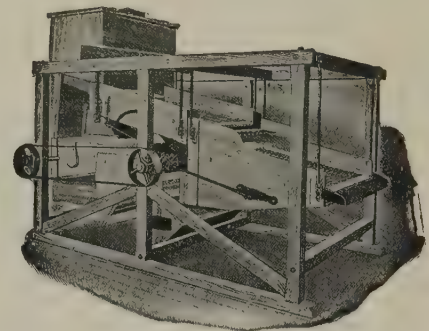
Pulleys and Hangers

Elevator Cups

Steel Conveyors



Headsand Boots All Kinds



Corn Cleaners

Dust Collectors

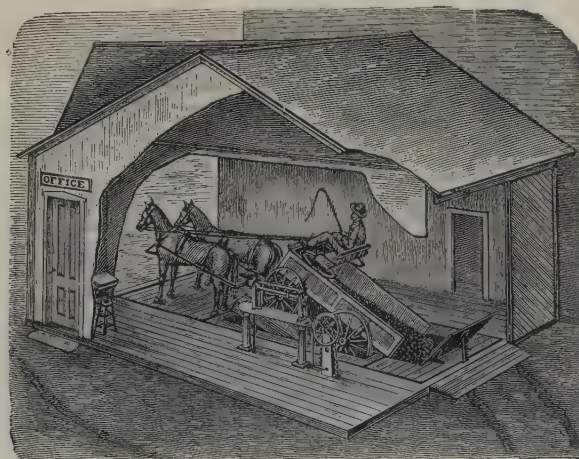
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Automatic Scales



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Barnard & Leas Mfg. Co.

Incorporated

Established 1860

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HERE is a condition which exists today in many Grain Elevators. Similar conditions exist in Cement Mills and in other industries where flying grit and dust make it necessary to protect the silent chain drive—that is, if long life and satisfactory operation with minimum care are desired.

Why therefore, the use of Casings? Even a man who is not in a mechanical line can see why they insure better service from the drive.

Any moving parts will work easily without undue friction or noise if properly designed and well lubricated. Therefore, silent chains—all makes—being composed of many links and joints, and run at high speeds, require oil, just like any other machinery. A watch needs oil—so does an engine.

We are insuring the durability and satisfactory operation of our drives by insisting upon the generous use of lubricating oils, and advocating the use of casings—it is the obvious thing to do.

Write today for Book No. 342—"Casings."

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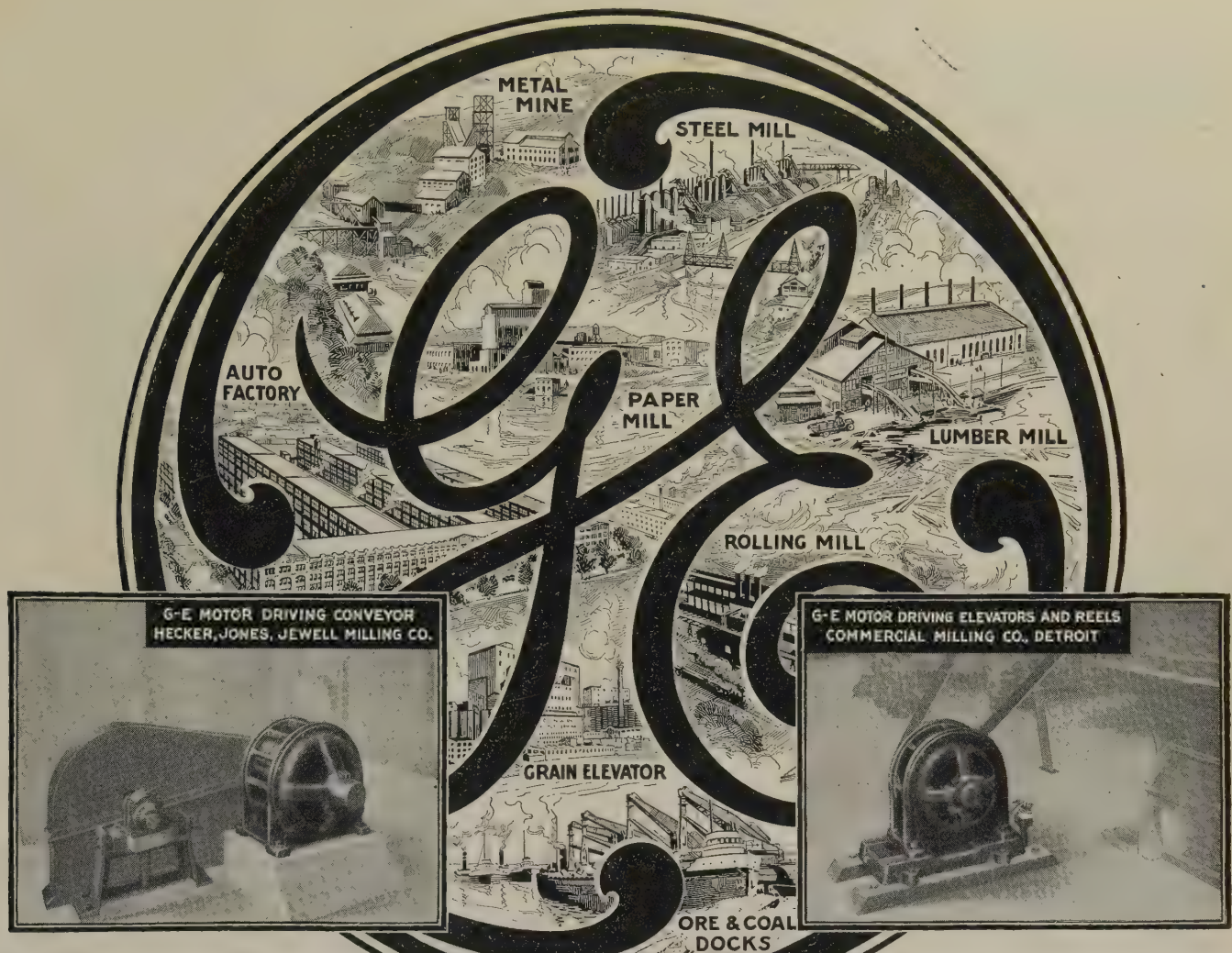
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Building Bigger Business by Better Methods

G-E Equipment in prominent grain elevators and flour mills increases output and reduces fire risk

WHEN you cut down manufacturing costs—up go your profits. When you increase your production—when you increase the quality of your products—when you decrease spoilage—up go your profits.

When you make it easier for an employee to produce more, you make it easier for him to *earn* more; and you find it easier to get the *better kind* of help and much easier to *keep* them. And up go your profits.

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overhead supervision—when you lessen breakage of machinery—when you reduce stoppage of machinery—these mean *more profits*.

These advantages and a greatly increased capacity for service to your customers come to plants equipped with G-E Motor Drive.

We will gladly send a member of our Engineering Organization who will study the requirements and conditions of your plant, and tell you how, where and why G-E Motor Drive will give you manufacturing advantages.

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HUMPHREY Employee's Elevator

*The World's
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Endorsed and specified by
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construction companies.



The HUMPHREY Pat- ented Strictly Auto- matic Stop Device

Adapted for use on all new
and old Elevators of this
type.

Particulars on application.

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WHAT DO YOU NEED

to modernize your plant so it will net
you larger profits? Is it here?

Cleaner	Car Loader
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Buckets	Transmission Rope
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or anything used in a grain elevator.

Tell us your needs, and we'll put you in touch
with reputable firms, to the end that you will
receive information on the latest and best
equipment. A postcard will do.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

Schumacher Feed

"The Best All 'Round Feed"

For Cows

Tell your customers to mix
three parts SCHUMACHER
FEED with one part dried
distiller's grains, gluten feed,
linseed meal or some other
high protein feed or mixture.
During grazing period use
SCHUMACHER FEED to
re-enforce pasturage. It is also
a perfect balanced grain ration
for dry cows and young stock.

Schumacher Feed

is highly palatable, easily di-
gested and made from the
products of wheat, corn, oats
and barley blended to whet
the appetite and prevent
"off-feed" conditions. It is the
feed of almost all the world's
champions of recent years.

For Horses

SCHUMACHER FEED is
a thoroughly kiln-dried bal-
anced ration in itself for
horses—always ready, appe-
tizing, of the same quality,
highly nutritious, easily di-
gested and economical. Tell
your customers to feed

Schumacher Feed

to their horses and watch
the general effect. They will
soon find them looking bet-
ter, working better, feeling
better and the cost of the
feed will be less than feed-
ing the whole grain.

For Hogs

Recommend mixing SCHU-
MACHER FEED in a thick
slop using one-part SCHU-
MACHER FEED to three
parts water by measure, and
feed it three times daily. For
big, growthy hogs and to
increase weight rapidly no other
feed is needed—not even corn.

Schumacher Feed

is the ideal balanced ration
for hogs—easily digested—
does not overheat or cause
indigestion. Feeding tests
show that it will produce
more weight than any other single
grain your customers can feed.

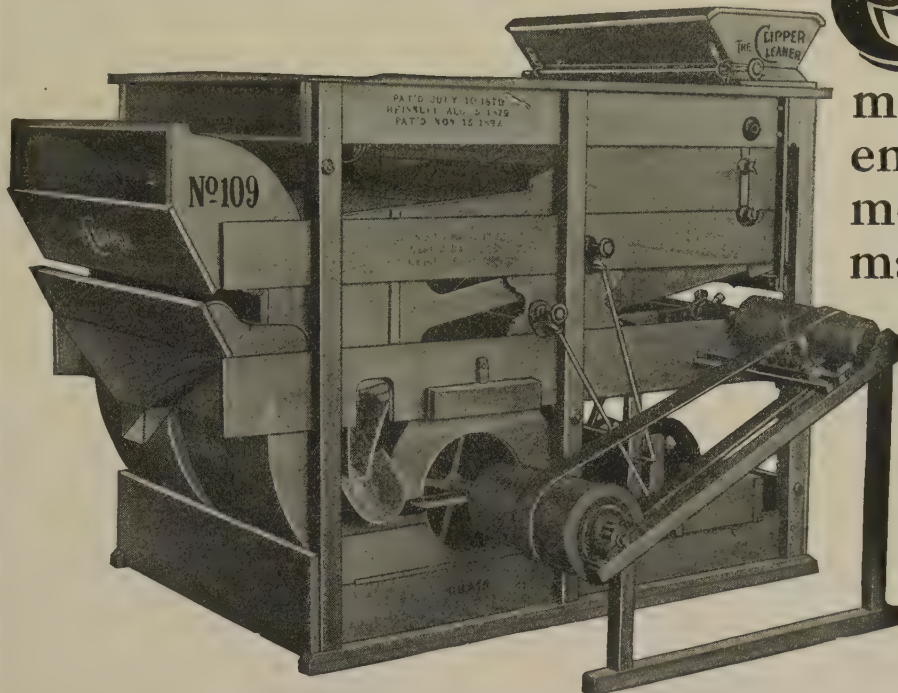
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Address Chicago, U.S.A.

Once Installed, the

CLIPPER fails to re-

mind of its pres-
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most satisfactory
machine.



Its service is the even, sturdy per-
formance of a perfectly balanced
piece of mechanism.

Its economy is the kind that comes
from the lowest maintenance cost.

The Clipper gives absolute assurance
of freedom from the necessity of
repairs and constant adjustment.
It eliminates the loss from me-
chanical failures.

Clipper means satisfaction, capacity,
reliability. The double cleaning—
first through the screens and sec-
ondly by air weighing—affords a
degree of service that is surpassed
by none and equalled by few.

Send for particulars

A. T. Ferrell & Co., Saginaw, W. S., Mich.

We can furnish sets of Grain Testing Screens consisting of four screens and one blank at \$2.75 per set postpaid.



How can you

NAIL THE PROFITS

Making sure of every Dollar Due You?

Separate the Volunteer Wheat
from the Oats

Separate the Volunteer Oats and Wild
Oats from the Wheat

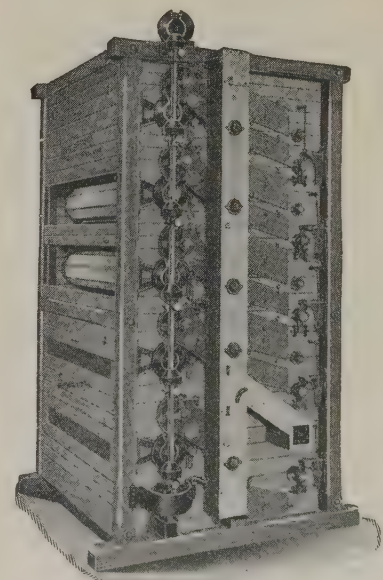
Mixed—These Grains Grade Low
Separated—They Are Worth More

The Richardson Oat Separator is the Answer.
It will Absolutely and Economically Make these
Separations.

Richardson Grain Separator Co.

15th Ave. S. E. and N. P. Tracks

MINNEAPOLIS, MINN.



The Answer



1500 Ton All Steel
Coal Storage Tank

G-W COAL ELEVATORS and CONVEYORS

repay their costs many times over in the saving of time, labor and demurrage.

If your conditions are different the hundred or more illustrations in our Catalog may suggest a solution of your problem.

We design and manufacture Coal Elevators, Conveyors, Belt and Apron Conveyors, Pockets, Screens and Chutes, Wagon Loaders, Bagging Hoppers. Write for Catalog No. 16G.

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Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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**For Accurate Moisture Tests
use our Grain Dealers Air Tight
Cans for forwarding your grain
samples.**

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.

Statement of the Ownership, Management, Circulation, Etc., Required by the Act of Congress of August 24, 1912,

Of Grain Dealers Journal, published semi-monthly, at Chicago, Ill., for October 1st, 1917, State of Illinois, County of Cook:

Before me, a notary public in and for the State and county aforesaid, personally appeared Charles S. Clark who, having been duly sworn according to law, deposes and says that he is the business manager of the Grain Dealers Journal, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation). etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Grain Dealers Journal, 305 S. LaSalle St., Chicago, Ill.

Editor, R. R. Rossing, 305 S. LaSalle St., Chicago, Ill.

Managing Editor, Charles S. Clark, 305 S. LaSalle St., Chicago, Ill.

Business Manager, Charles S. Clark, 305 S. LaSalle St., Chicago, Ill.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock.):

Charles S. Clark, 305 S. LaSalle St., Chicago, Ill.; R. L. Morrell, 305 S. LaSalle St., Chicago, Ill.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are (If there are none, so state):

None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other persons, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is.....(This information is required from daily publications only.)

CHARLES S. CLARK.

(Signature of business manager.)

Sworn to and subscribed before me this 20th day of September, 1917.

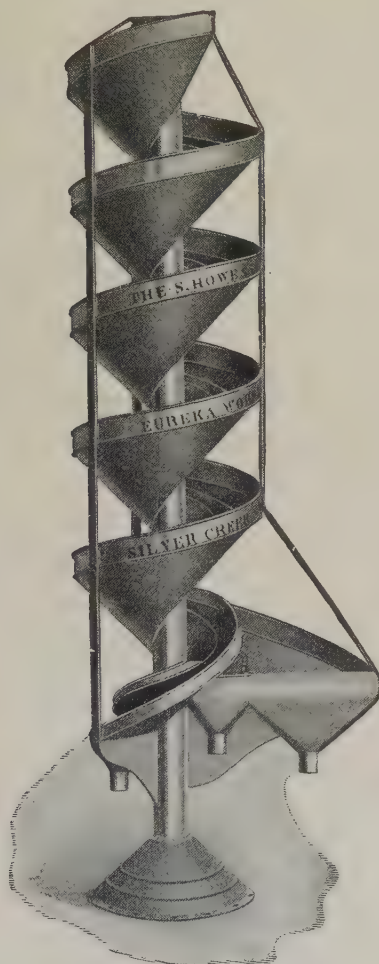
ANDREW L. WINTERS,

(SEAL)

Notary Public.

(My commission expires Nov. 17, 1917.)

Requires no Power
No Moving Parts



A SPLENDID THING FOR SEPARATING VETCH from R YE

and for extracting
WILD MUSTARD
from SCREENINGS

Send for descriptive catalog No. 44



THE S. HOWES COMPANY

Eureka Works

Silver Creek, N. Y.

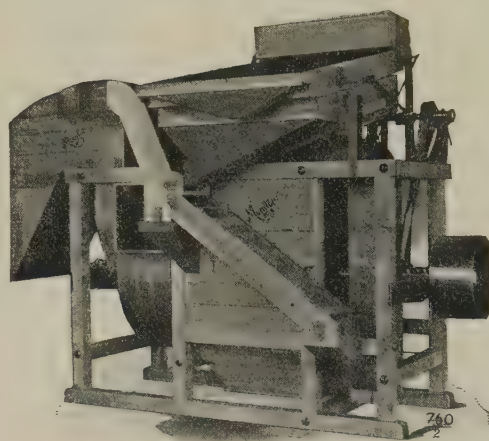


All-In-One

Frequently the grain handlers' requirements in machinery greatly exceed available space—to those, so situated, this "Combination" machine is a pleasing investment. It is, first of all, a wonderfully perfect Oat Clipper, Polisher and Cleaner—also, it may be used as a Grain Cleaner delivering 2-screen and 2-air separations work—while with changes, easily and quickly effected, the machine can be used as a highly satisfactory Scourer and Polisher for off-grade wheat. This is one of those rare values, for which the "Monitor" line is noted. List of prominent users and complete illustrated literature cheerfully sent to all interested.

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Monitor



**Oat Clipper and Cleaner
Grain Cleaner
Scourer and Polisher**

"HART ELEVATORS — and — CONVEYORS



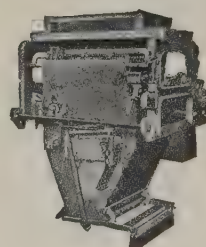
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The HART plan relieves you of all bother. Tell us your requirements. We quote prices on equipments installed ready for use. Ear Corn and small grain machinery, our specialty.

Prices and Service will interest you

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IS A
**TYPE REGISTERING
RICHARDSON**

**RICHARDSON SCALE
COMPANY**
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209 S. STATE ST. CHICAGO
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419 S. THIRD ST. MINNEAPOLIS
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U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055

Style No. 5055 Corn Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

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Pacific Coast Branch:
49 California Street
San Francisco, Cal.

Factory:
Jersey City, N. J.

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A Flint-Brown-Duvel Moisture Tester means PROFIT SATISFACTION CONFIDENCE

The following letter was received from one of our customers who had used our tester about one month:

Agosta, Ohio,
Sept. 14, 1917.

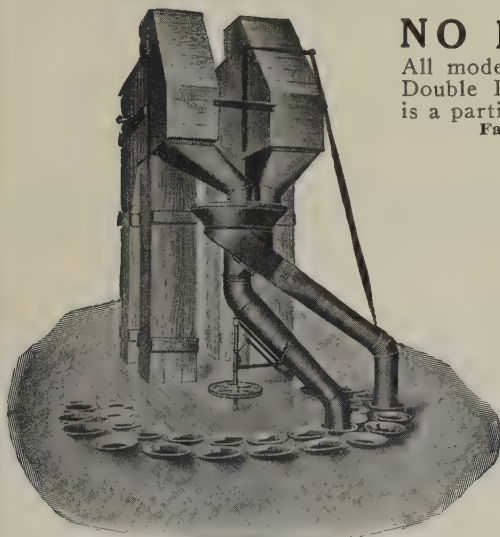
De Roo & Sons, Inc.,
Flint, Mich.

I am well pleased with the tester and it has paid for itself several times over in money on grain containing excess moisture and also in the satisfaction of knowing all the time just what we are doing and in being able to convince the farmer that the extra moisture is in the grain.

Yours truly,
C. O. BARNHOUSE.

WRITE FOR BOOKLET

De Roo & Son, Inc.
Flint, Mich.
Howe Scale Co., Minneapolis
Northwestern Agents



NO EXPERIMENT

All modern elevators use the Ibberson Double Distributing Spout. Following is a partial list of users:

Farmers Elevator Co.,	Sherwood, N. D.
" " "	" Ransom, N. D.
" " "	" Karnack, N. D.
" " "	" Falsen, N. D.
" " "	" Argyle, Minn.
" " "	" Juanita, N. D.
" " "	" Binford, N. D.
" " "	" Tracy, Minn.
" " "	" Niobe, N. D.
" " "	" Emerado, N. D.
" " "	" Wyndmere, N. D.
" " "	" Calvin, N. D.
" " "	" Grafton, N. D.
" " "	" Hatton, N. D.
" " "	" Heaton, N. D.
" " "	" Zell, S. D.

And many more. This spout is worth your attention. For particulars, write

JAMES J. GERBER

Minneapolis, Minn.

HALL SPECIAL (ELEVATOR LEGS)

If a machine stands the test of scientific analysis, it is perfect mechanism. Science verifies truth. More engineering skill has probably been devoted to perfecting the Hall Special Leg to make it commercially efficient and economically successful than has ever before been devoted to the subject of transporting grain. The result is 100% advantage gained in point of economy. It is a triumph seldom attained in modern mechanics. It cuts expenses one-half, and pays for itself every few months or weeks, depending upon the volume of grain handled.



The Hall Signaling Grain Distributor

is the greatest time saver for the elevator operator and busy man that has ever been devised. The whole problem of grain distribution without mixing is embraced in this simple device. Send for our Catalogues.

HALL DISTRIBUTOR CO., 222 Ramge Bldg., Omaha, Nebr.

KENNEDY CAR LINERS

**Prevent Leakages
Avoid Claims
Saves Money**

**Used by Thousands of
Progressive Shippers**

MADE BY

**THE KENNEDY CAR
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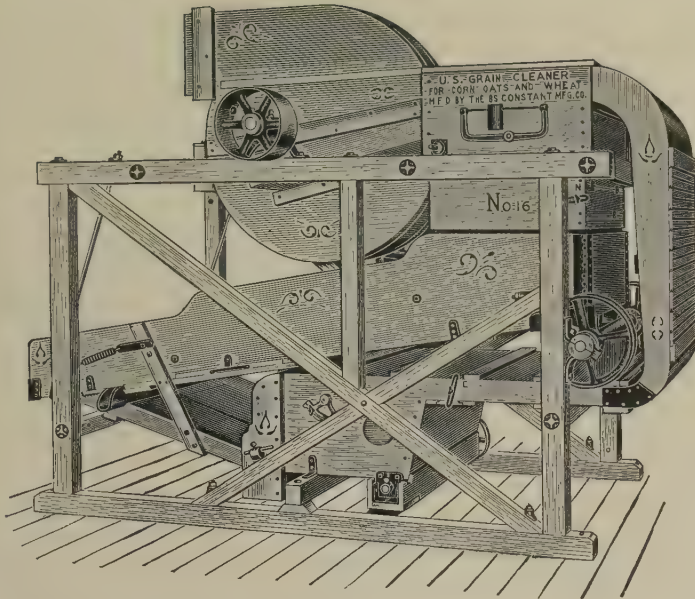
GRAIN SHIPPING LEDGER

Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.75.

Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.



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On
Request

Easily The Leader in Satisfactory Grain Cleaning

The "U. S. Grain Cleaner" has for so long been giving satisfactory service in hundreds of grain elevators throughout the country that it is no wonder that it is considered the leader. It has built up an enviable reputation. This is the kind of a cleaner you should install in your elevator. You had better give the subject some thought at this time, as the new crop is not many months away. Look your machinery over and see what you need—we can supply it.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

Your Firm Name

will be printed free in the 15,000 copies of the 1917 List of Users of the Universal Grain Code if you notify us promptly that you have a copy of the code.

A copy of the List of Users will be sent free to you and 14,999 other live grain firms who desire to reduce their telegraph tolls.

Printed on bond paper and bound in flexible leather. Price \$3.00.

GRAIN DEALERS JOURNAL

305 So. La Salle Street

Chicago, Illinois

Grain

Drying For Nothing

Exhaust steam from the engine contains about eighty percent of the heat required to make the steam originally.

A grain drier can be successfully operated with exhaust steam at five pounds pressure, so if you use your exhaust steam for this purpose then you can dry your grain for nothing.

Have you ever thought of it in this way before?

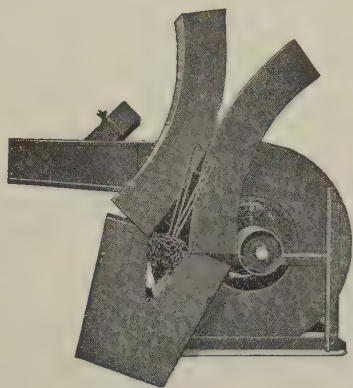
If you use your cobs for fuel, then you can operate most cheaply.

We can supply you with the right kind of steam engines and boilers to do this kind of work.

Chandler & Taylor Co.

INDIANAPOLIS, INDIANA, U. S. A.

Paid for Itself in Loading Three Cars of Oats



"If that Boss Air Blast Loader did not save any labor (and it certainly does save labor) I would not be without it. Not long ago I shipped three cars of oats to St. Louis and held my breath. I expected to get 'No Grade.' I GOT No. 3! It has paid for itself a dozen times in better grades and has even more than paid for itself in labor."—Crow Grain Co., Blue Mound, Ill.

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"The loader I bought from you certainly does the work."—C. F. Cranor, Sycamore, Ind.

"It has everything skinned I ever saw for loading grain."—W. H. Barret & Bro., Owaneco, Ill.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work."—Central Illinois Grain Co., Ashland, Ill.

Every car loaded to full capacity without shoveling. Our S K F Ball Bearing types require only 5 and 6 horse power. CANNOT injure the tenderest grain. Grades improved. Can be equipped with simple grain cleaning device to remove and convey away dust, dirt, chaff and other foreign material. Mr. Crowe, at Beason, Ill., reduces his foreign material to one per cent and less. Thirty days' trial allowed. Simple and easy to install. Write for our booklet, "Don't Swallow the Dust." It tells all about our car loaders. It's Free. Insist on your new elevator being equipped with a Boss Car Loader. Get the facts, prices and proofs today.

MAROA MANUFACTURING COMPANY

Dept. G

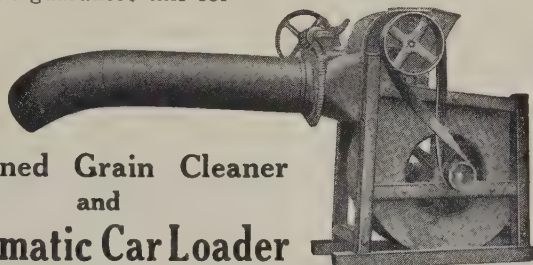
MAROA, ILL.

CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The

Combined Grain Cleaner and Pneumatic Car Loader



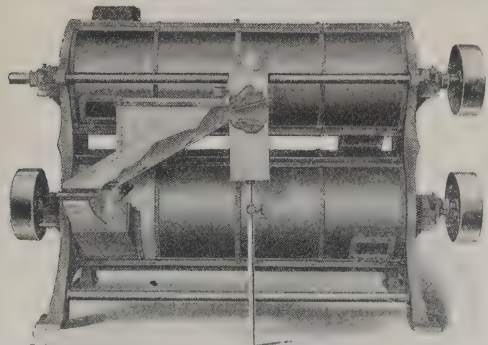
It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

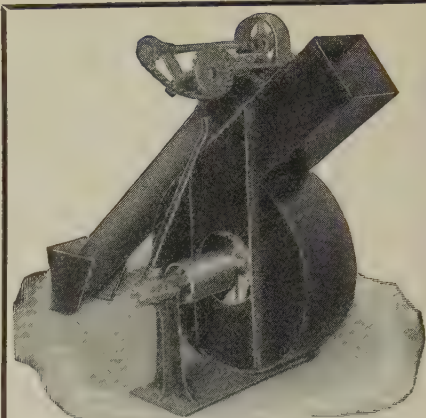
THE WOLF-DAWSON WHEAT WASHER



CLEANS SMUTTY WHEAT

Does not crack or crush berries.
Does not alter natural color.
Does not require costly equipment.
Completely removes all impurities.
Dries grain for storing or shipping.
Economic—uses little water and costs from 1/8 to 1/5 cent per bu.

The Wolf Company
Chambersburg, Pa.



For a Conveyor, Pitless Elevator, Car-loader, Combined Elevator and Car-loader or Track-loader stationary and portable, write to

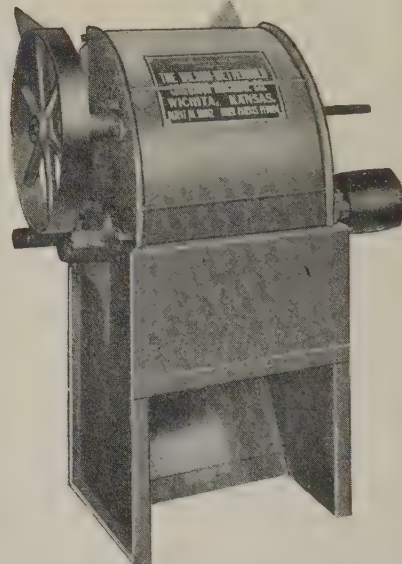
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759-33rd St.

Milwaukee, Wis.

The W-W Feed Grinder

No Burrs
No Plates
No Sharp Edge
Knives



GRINDS Alfalfa, Corn Fodder, Ear Corn with or without shucks, Head Kaffir, Small Grain, Etc.

Not injured by small stones, bolts or nails. **Catalogue FREE.**

Wilson-Wetterhold Grinding
Machine Co., Wichita, Kan.

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HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain trade's accepted medium for "wanted" and "for sale" ads.

OUR advertisers are helping us to improve Grain Trade conditions. SHOW YOUR APPRECIATION, Mention G. D. J.

BOWSHER FEED MILLS

**GROW
HEALTHY
STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—**lightest running**. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSHER CO.
South Bend, Ind.



Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KANSAS

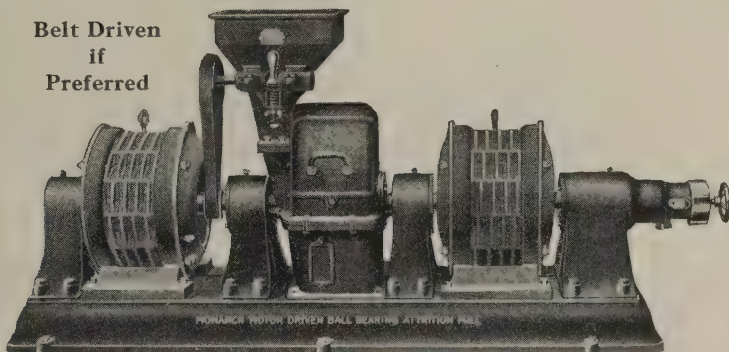
See That Your Foundation Is Solid

Builders of big business look closely to foundation because without a substantial one, the efforts of years may crumble in the twinkling of an eye.

You must build for service if you would realize satisfaction, and for economy if you would realize profit. If this be true—and we can prove that it is—the logical foundation for the feed milling business is

The Monarch Ball Bearing Attrition Mill

Belt Driven
if
Preferred



Whether you are just starting in business or have been engaged in feed milling for some time—it will pay you to get a MONARCH—if you do not already own one.

An acknowledged leader in the field, this mill not only stands for satisfaction to both the owner and his patrons, but is so economical to run that profits are in no way disturbed by expense.

Original mechanical details, worked out carefully, proved and accepted by hard headed men of business, have removed the fear of competition.

Will you allow us to figure on your feed grinding proposition, without cost or obligation to you?

Ask for Catalog D-No. 115

Sprout, Waldron & Company

Mill
Builders

Main Office and Works

Muncy, Pa.

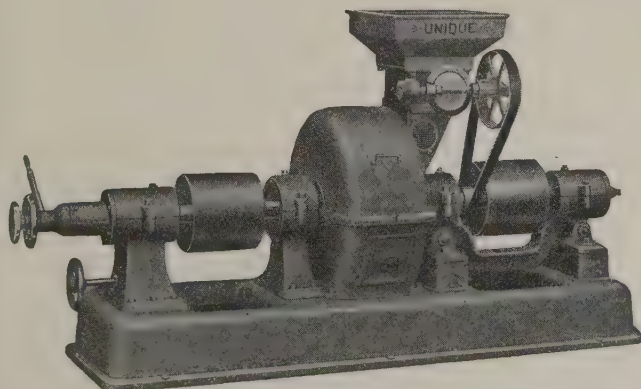
Chicago Office: No. 9 S. Clinton St.

Milling
Engineers

P. O. Box No. 26

MONEY SAVED

is wasted if not wisely invested. There's no better way of wisely investing money than putting it back into your business. It will pay bigger dividends than a Savings Bank.



A UNIQUE BALL BEARING ATTRITION MILL will bring profitable feed grinding your way, because it will do better work at less cost than small plain bearing plate grinders. You naturally will want the proof before you buy. We are ready to give you the proof. Delay will rob you.

Write NOW.

Mill of TODAY—Motor or Belt Drive
ROBINSON MFG. CO.,
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Office and Works: P.O. Box 411, MUNCY, PA.

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Tulsa, Oklahoma Boston, Mass. Salisbury, N. C.



NEAREST 100% EFFICIENT

The difference of travel between the outer and inner plies in going over the pulleys is equalized by our inner stitching.

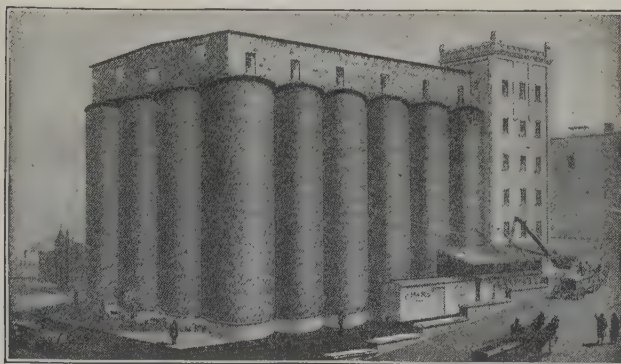
This is but one reason why REXALL DOUBLE STITCHED BELTING will earn a dollar's service for every dollar invested.

REXALL records are operators' records and guarantees greater economy.

IMPERIAL BELTING CO.

Lincoln and Kinzie Sts., CHICAGO

42 Broadway, New York
525 Market St., San Francisco
616 Newhouse Bldg., Salt Lake City



WE were the original manufacturers of rubber belt for elevating and conveying grain—work that is particularly trying on belting, requiring great strength and freedom from stretch. Some of the largest elevators in the country are equipped with our Elevator Belting. Manufactured of heavy cotton duck, with an especially strong rubber friction uniting the plies, and an extra thick cover on pulley side. Warranted to run perfectly smooth and true on the pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

New York Belting & Packing Co.

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We recommend it. The trades endorse it.

Save telegraph tolls. Keep your business to yourself. Prevent Expensive Errors.

Its 146 pages contain 13,745 expressions, printed on policy-bond paper, and bound in black flexible leather—size 7x4 $\frac{5}{8}$ inches.

Price \$3.00

GRAIN DEALERS JOURNAL

315 So. La Salle St.

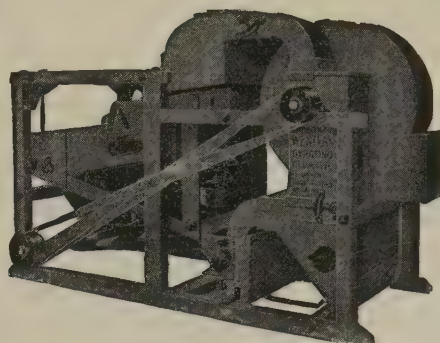
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"Western" Pitless Sheller



"Western" Regular Warehouse Sheller



"Western" Gyrating Cleaner

Modern Methods

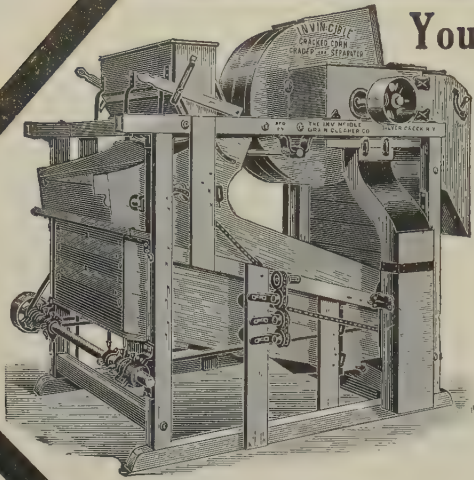
in carrying on a successful grain business—the operating of a country elevator—demand that the machinery with which the elevator is equipped be capable of taking care of the grain as fast as it comes in, and in a profit making manner.

For over forty years we have specialized in grain handling machinery. The Western Line of elevator equipment—the result of our years of experience—is unsurpassed in the field. If you want to bring your elevator up to the highest point of efficiency, you will equip it throughout with machinery of the Western Line.

Our engineering department is at your disposal. If there is any problem confronting you, submit it and we will gladly advise you on it. May we hear from you today?

UNION IRON WORKS

Decatur, Ill.



Union Grain & Coal Co.,
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find it perfectly adapted to their work

You're Throwing Away Money—

and losing customers too—if you are not grading your Cracked Corn.

The Invincible Cracked Corn Separator and Grader

is a real money maker. Produces three uniform grades of stock—free from hulls, meal and dust. You make an extra profit on the sale of the by-products.

Write for prices and detailed information why Invincible Machines mean bigger profits.

INVINCIBLE GRAIN CLEANER COMPANY
Department 4
Silver Creek, N. Y.

**Eliminates
Spotting
Charges**



Thirty Days FREE Trial

We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately

Advance Car Mover Co. Appleton, Wisconsin



The owners of this elevator state that **DIXON'S SILICA-GRAPHITE PAINT** has been used by them for many years, both on iron and wood work, and that it is the

**Most Serviceable and
Most Economical Paint**

they have ever used.

Expert opinion and service records of this kind should persuade you to be a user of **DIXON'S SILICA-GRAPHITE PAINT.**

Booklet No. 15 B will interest you.

Made in Jersey City, N. J., by

JOSEPH DIXON CRUCIBLE COMPANY

ESTABLISHED 1827



THE ONLY SANE, SAFE THING

**to do is to install an All Metal
Fire Proof**

Knickerbocker "1905" Cyclone DUST COLLECTOR

The Knickerbocker Co.,

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Say you saw it in the

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When you write our advertisers

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DESIGNERS AND BUILDERS OF
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CONTRACTORS GRAIN ELEVATORS
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Especially Designed for Economy of
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**Burrell Built Elevators
are Better—
the kind you need**
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Be Satisfied This Season!

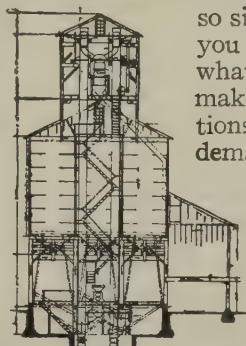
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Concrete and Tile Cribbed and Balloon
Quick Service Guaranteed Work

REPAIR SPECIALISTS

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NOT A CHINESE PUZZLE, BUT READABLE
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so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

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J. E. STEVENS
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Designer and Builder of
MODERN GRAIN ELEVATORS

Your Individual Needs
are respected when your elevator is designed and built by
W. H. CRAMER CONSTRUCTION CO.
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Write for Details of Our System

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We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.
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Any Size or Capacity
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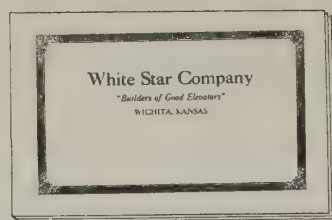
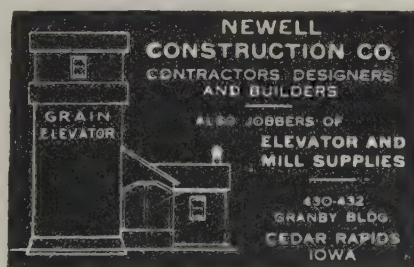
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We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS
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DESIGNERS AND BUILDERS OF
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**ELEVATOR
CONSTRUCTION
SPECIALIST
SINCE
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"HAVE IBBERSON BUILD IT"
Write
For Our
New Booklet
T. E. IBBERSON
MINNEAPOLIS, MINN.

C. E. BIRD & CO.
Grain Elevator Builders
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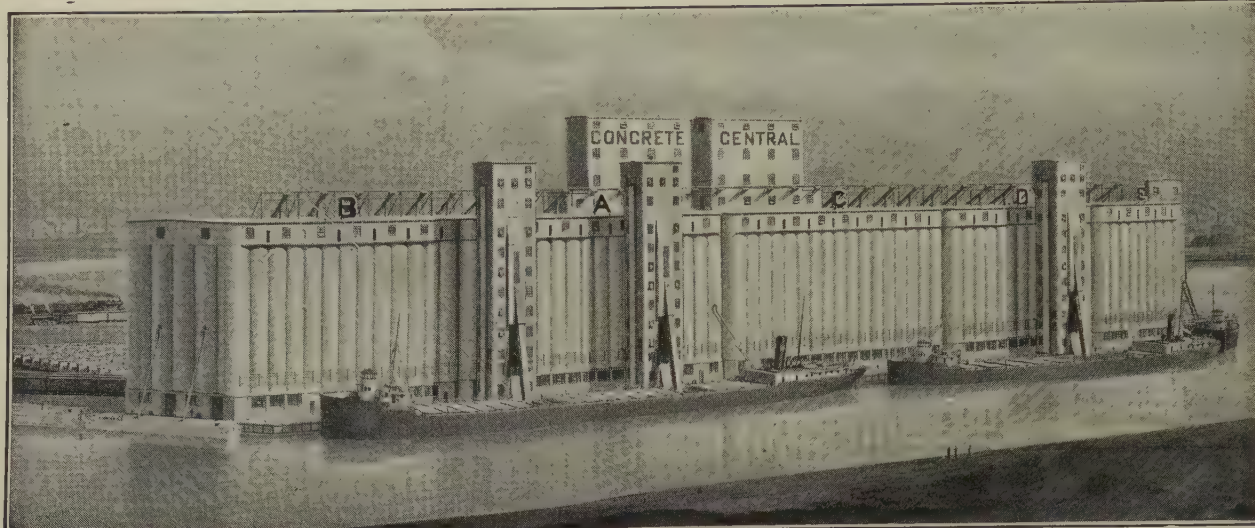


**Our New Booklet
of
Elevator
Construction**

Write for Catalog C-2.

White Star Co., Wichita, Kans.

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.



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Terminal Elevator, Calgary, Alta. 2,500,000 Bushel Capacity. Recently Completed

WE BUILD REINFORCED CON-
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Grain Elevators, Mills and Industrial Plants a Specialty

Our Engineering Department is ready to solve
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GENERAL CONTRACTORS

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Also Zeigler Block, Spokane, Wash.

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Capacity 3,500,000 Bushels

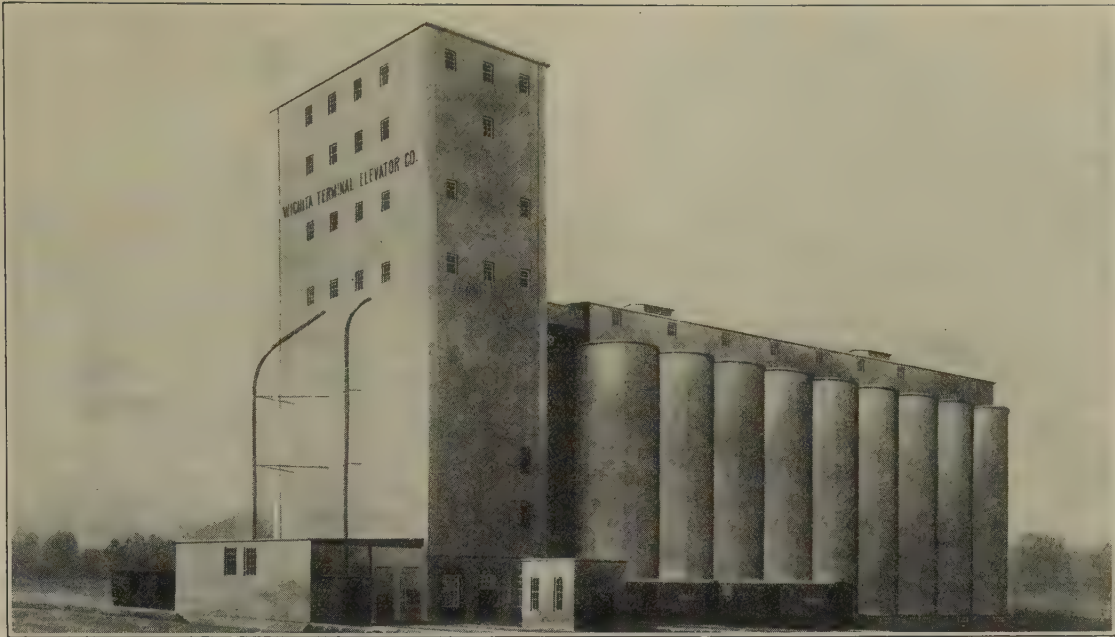
The Last Word in GRAIN ELEVATORS

Designed and Built by

Barnett-McQueen Co., Limited

OFFICES { FORT WILLIAM, ONT.
DULUTH, MINN.
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Wichita Terminal Elevator, Wichita, Kansas

Now under construction. Total Capacity of Plant: 1,000,000 Bushels.

Designing and Consulting Engineers for Entire Work

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**The 1,250,000 Bushel
C. & N. W. Elevator**

at

Council Bluffs, Iowa

is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

WITHERSPOON-ENGLAR CO.

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
MILLS AND ELEVATORS

**The 2,000,000 Bushel
WESTERN MARYLAND ELEVATOR
at Baltimore**

JAMES STEWART & CO., Inc.
Designers and Builders.

GRAIN ELEVATORS

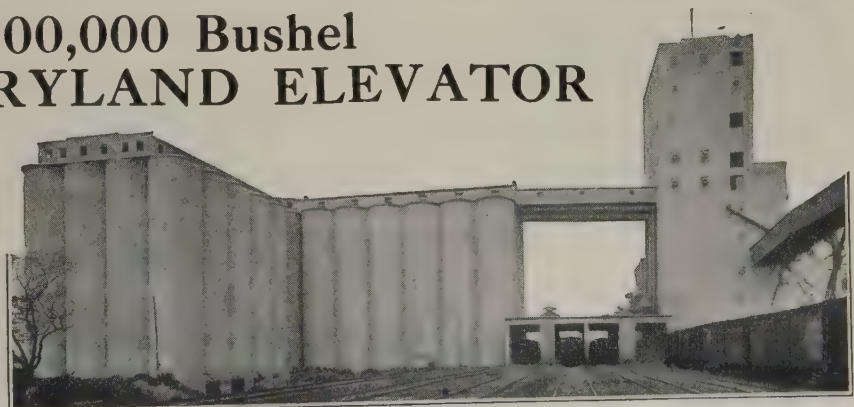
BUILT IN ALL PARTS OF THE WORLD

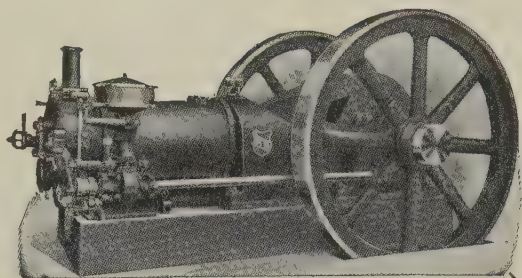
GRAIN ELEVATOR DEPT.,

15th Floor Westminster Bldg.

CHICAGO

W. R. SINKS, Manager





Of course, you can buy an engine for less money than you would pay for an "OTTO"—but when you have paid for an Otto Engine you are through. It lasts a lifetime.

There are no extra amounts to be added to the original cost. In a "cheap" engine the frequent repairs, the excessive fuel consumption and the time and business loss through shut-downs, soon exceed the original cost of the engine.

Ottos sold forty years ago are still running efficiently after four decades of continuous service. Can you ask for a better proof of engine worth than such a performance?

You may have more information upon request.

Otto Engine Manufacturing Co.

Successors to The Otto Gas Engine Works

Main Office and Works

33rd and Walnut Streets - Philadelphia

114 Liberty St., New York 15-17 S. Clinton St., Chicago

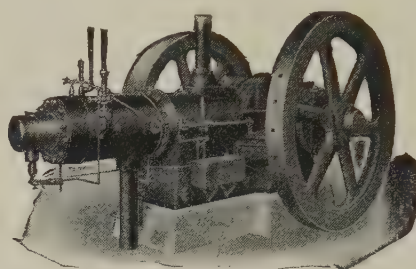


The Muncie Oil Engine

Is the ideal low cost power unit. Uses lowest grades of crude oil or fuel oil, cost from $3\frac{1}{2}$ to 5 cents per gallon at refineries. You can run a 50 h. p. Muncie for 30 cents per hour full load.

CHEAPER than any other power, better than steam, quick started, always ready for business, liberal proportions.

Sold on POSITIVE GUARANTEE. Thousands in use. Elevator owners everywhere specify the MUNCIE. Write for full particulars of saving we can make you. State size needed and we will send you catalog and all information regarding the particular engine suited for your needs.



Muncie Oil Engine Co.

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MUNCIE, IND.



ALBERT MILLER & COMPANY

Handlers of everything in

HAY and STRAW

"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy Prairie
Clover Packing
Alfalfa Straw

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THE FORESTER Automatic Drain Circulating PUMP

will take care of the water in your Engine. No bursting of cylinders or accumulating of lime in the water jacket.

A post card will bring circulars

G. G. FORESTER MFG. CO.
MOLINE, ILL.



Are You Wasting Money?

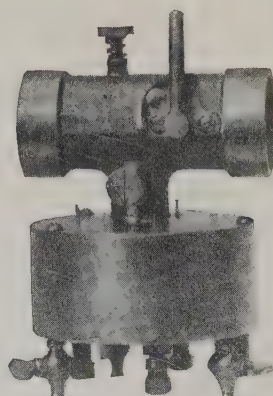
Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet. Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA

This Equipment

Makes a KEROSENE ENGINE out of any make or type of engine, and saves 60% of the Fuel Bill. Ask the

KEROSENE CARBURETOR CO.

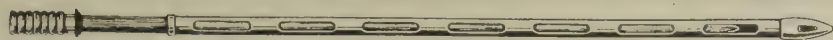
Peoples Life Building Frankfort, Indiana



SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO



STEEL GRAIN TRYERS

Enable you to get a fair sample of the entire car. New Government Grades make it imperative that you have a tryer. The one shown above is 5 ft. long, 7 port holes, maple plunger. Price \$8 each. Write for circular of our Deep Bin Grain Sampler, \$6 each. **BAUM'S METAL SPECIALTIES** KANSAS CITY, MO.

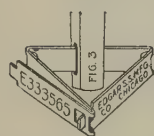
Box Cars

25—33 ft.—60,000 cap.
5—36 ft.—60,000 cap., all metal trucks.

Especially suited for grain moving. Thoroughly overhauled. Prompt Shipment. Why wait on the R. R.? Own your own—you'll soon make their cost.

ZELNICKER IN ST. LOUIS

STOP THE LEAK



by using the Edgar Security First Car Seal. It furnishes positive evidence to locate and stop pilfering for less than a one cent postage stamp per car.

Ask us for prices and samples NOW.

Edgar Steel Seal & Mfg. Co.
Lawrence, Kansas

Put Your Name

where every progressive grain dealer will see it and keep it there.

THAT IS IN THE

Grain Dealers Journal
OF CHICAGO

The Automatic Dump Controller

USED EVERYWHERE

WHY!



Efficiency is one of the greatest necessities today. There will be a vast amount of grain handled during the coming Seasons especially, on account of the War Situation. Therefore speed and accuracy are very much in need. You cannot wait to repair your dump between loads, you must have the equipment that will handle your dump without jarring and bumping, and without frightening the horses.

A Soldier of the Dump, am I,
A Soldier brave and true,
I passed them ol' exam's, just why
Is what I'm telling you.
You see I'm good as good can be,
I b'lieve in great simplicity—
When the wagons drive upon the dump,
I don't allow that jerk and bump.
I just say, Boys, "Be kerful Sil
And gently let the ol' cat die,"
And down she sinks with ease so sweet
That if it were a dream complete.
You could not ask for more.

Circulars upon request.

L. J. McMILLIN
523 Board of Trade Bldg.,
INDIANAPOLIS, INDIANA

Makes Car Loading a Pleasure

Handling ear corn or small grain with a Hart elevator is easy. It elevates 1000 to 2500 bushels per hour and can be used for filling cribs or granaries and for loading cars. Machines are portable and can be quickly moved from place to place, may be operated with either engine or horse power.

Our Catalog gives all particulars

Ask for Catalog giving full particulars.

HART GRAIN WEIGHER CO.
Dept. D Peoria, Ill.

Prevent
CLAIM LOSSES
with

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

6000 SHIPPERS
Are now using them.
Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Vice-President
617 Railway Exchange Bldg. CHICAGO, ILL.



ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, **CRUSHERS**, **SHELLERS** and **MILLS**, **CONVEYORS** and **ELEVATORS**, **CHAIN BELT** and **SPROCKET WHEELS**, **OAT MEAL** and **PEARLED BARLEY MACHINERY**, **HOMINY MILLS**

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THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Grain Receiving and Stock Book

Is a book designed especially for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up the columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net lbs., price, amount paid and remarks.

Printed on heavy Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9 x 12 inches, giving room for recording 20 wagon loads.

Order Form No. 321.

PRICE. \$1.75

GRAIN DEALERS JOURNAL

La Salle Street, Chicago, Ill.

THE DOCKAGE SYSTEM

After July 1st all wheat will be subject to dockage for foreign matter.

Every country shipper will be compelled to provide himself with the necessary apparatus to make tests.

THE EMERSON TESTER

guarantee a perfect test according to the new federal rules. Not one kernel of oats left in the wheat. Over 7,000 elevators, flour mills, grain inspection departments and the U. S. Grain Standardization Department are users of the Emerson tester.



W. H. EMERSON & SONS

Campbell St. and M. C. R. R.

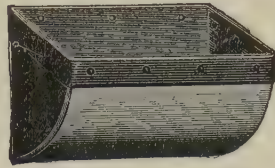
DETROIT, MICH.

Just a Few Suggestions for Your Elevator

We carry a large stock for prompt shipment. Send us your orders and inquiries.



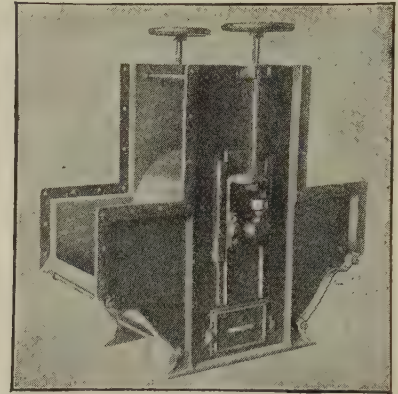
Transmission Rope.



Empire Buckets.



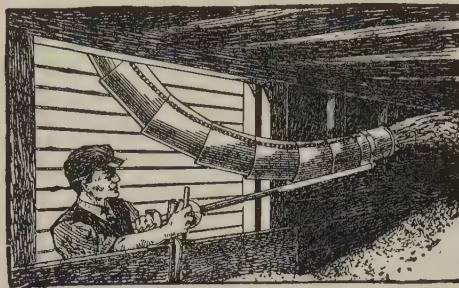
Salem Buckets.



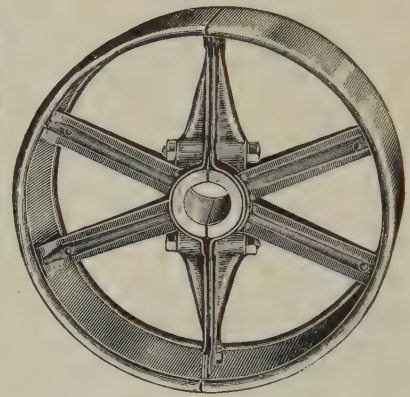
Cast Iron Boots.



Flexible Loading Spouts.



Car Loading Spout Holders.



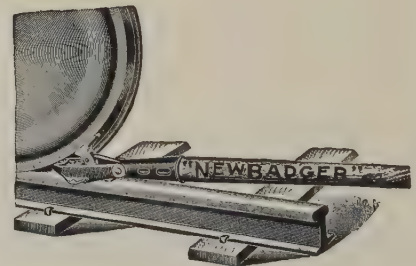
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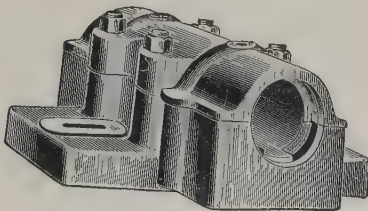
Cup Belting.



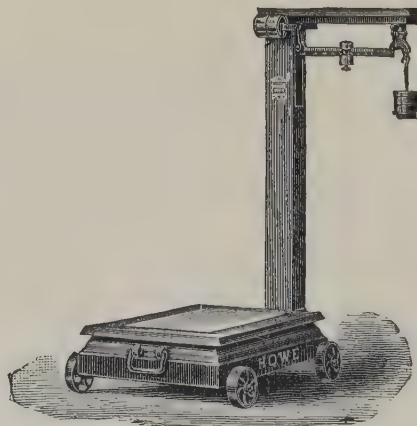
Sprocket Chain.



Car Movers.



All Kinds of Bearings.



Howe Scales.



Sprockets.

American Supply & Machinery Company

1102-1104 Farnam Street, Omaha, Neb.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE

WESTERN INDIANA—In the best corn and oats territory, 35,000 bu. cap. elevator for sale; averages 200,000 bus. annually. Modern residence included. If interested, write Western, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—30,000 bushel capacity elevator complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

FOR SALE—Thirty-five thousand bu. elevator, well located; Eastern Nebr. Big crop; good reason for selling. Address F, Box 5, Grain Dealers Journal, Chicago, Illinois.

TWIN ELEVATORS for sale; no competition here, located in Western Ohio. \$200,000 to \$300,000 business annually. Address Twin, Box 1, Grain Dealers Journal, Chicago, Ill.

THREE elevators for sale or trade for good farm land in Kansas, Mo., Neb., or Okla. These elevators are in Northeastern Kansas. Good crops of wheat and oats. Prospects for good corn crops. Address Kansas, Box 3, Grain Dealers Journal, Chicago, Ill.

EASTERN NEBRASKA—Two elevators on the main line of the Burlington R. R. for sale. Big crop of oats raised and prospects for big crop of corn. Reason for selling, other business elsewhere needs more attention. Address Good, Box 6, Grain Dealers Journal, Chicago, Ill.

MODERN 40,000 bushel elevator, handles 150,000 bushels' grain annually, sells 1200 tons coal, also feed and seed trade. Best location in town; well equipped and up to date; electric power. A bargain at \$8,000.00. In best part of Southwest Minnesota. Address Fund, Box 6, Grain Dealers Journal, Chicago.

CENTRAL OHIO—Elevator and feed mill for sale in the best wheat and oats section in Central Ohio and in the best town of 10,000 population in the state. Also handle a full line of builders' supplies, coal, flour and wool; doing \$350,000.00 business yearly. Big crop of wheat and oats back in farmers' hands. Address Wool, Box 6, Grain Dealers Journal, Chicago, Ill.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

ELEVATORS FOR SALE.

KANSAS elevator for sale in hard wheat belt. Address Hard, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Grain elevator at Newkirk, Okla. Cap. 14,000 bus. Handles 100,000 bus. annually of wheat, oats, corn and kaffir corn. Address T. F. McGraw, Newkirk, Okla.

FOR SALE.

Central Ill. location. Grain, coal, lumber, building material and implement business. Elevator building cribbed; oat storage, concrete tanks. Capacity 65,000 bus. Gas-kerosene power; modern equipment, yearly shipments 250,000 bus. Address Center, Box 7, Grain Dealers Journal, Chicago, Illinois.

BUSINESS OPPORTUNITIES.

FOR SALE OR TRADE—100-bbl. flour mill, electric light plant and water works in a good town and grain country in Southeast Missouri, for cash or improved or unimproved real estate. If you mean business, write Bank of Puxico, Puxico, Mo.

WANTED to exchange quarter sec. good farm in Washington Co., Kans., well improved, for elevator, live stock or lumber business, or would take in a good partner. Location Iowa, N. W. Mo., Eastern Neb. or Kans. Box 243, Linn, Kans.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

WANTED.

YOUNG, experienced grain man with capital wants active interest in good line of elevators. Address Active, Box 6, Grain Dealers Journal, Chicago.

MILLS FOR SALE

FOR SALE—30-bbl. capacity flour mill with corn mill, saw mill and small farm. Bargain. G. C. Stone, Hurt, Va.

FOR SALE—Good 150 bbl. mill located in good wheat country. Cheap power. Write J. B. McClure Grain Co., Hutchinson, Kansas.

FOR SALE—Two story feed mill, covering lot 25x140 feet, made of concrete blocks; five blocks south of Main Street, near Broadway; close to most of feed barns. \$4,500 cash and terms. Chas. D. Allen, 231 W. Main St., Oklahoma City, Okla.

FLOUR MILL FOR SALE.

To be sold at Public Sale on Tuesday, October 16, 1917, at 11 o'clock A. M. at Greeley, Nebraska, a 75-barrel flour mill. Equipment: oil engine, plan sifter. Everything complete, ready to run. Machinery as good as new. Good location and business opportunity. Residence and lots adjoining mill will also be sold. Worth investigating. P. J. Rooney, Trustee, Greeley, Nebraska.

ELEVATORS WANTED.

WANT to buy four or five elevators in Western Iowa in good corn and oats territory. Address Box 546, Geneva, Neb.

WANTED TO BUY for cash, good elevator with profitable business in corn and oats territory. Address Ken, Box 6, Grain Dealers Journal, Chicago.

WANTED—To buy an elevator in Western Iowa or Eastern Nebraska, doing not less than 125,000 bu. business annually. Give full particulars. Address Hill, Box 3, Grain Dealers Journal, Chicago.

120 A. FARM, well improved, within 3 miles of county seat to trade for elevator in Western Ohio or Eastern Indiana. Address School, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in a good grain and hay territory, must show average \$7,000 to \$10,000 yearly profit, no competition; a Farmers Equity if going out of business; no dead ones considered. Want full particulars first letter, possession at once. Address Lock Box 48, Van Wert, O.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

JAMES M. MAGUIRE — elevator broker, 6454 Minerva Ave., Chicago.

Have for sale a fine selection of elevators in Illinois, worth the money. Can use a few more if priced right. Always glad to hear from prospective buyers.

SCALES FOR SALE.

FOR SALE—1250 Bushel Richardson auto. scale, good as new. Joseph Johanni, La Porte, Ind.

FOR SALE—One ten thousand pound capacity Fairbanks Hopper Scale, in first-class working order. The Spelts Grain Co., Sterling, Colo.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.
1009 West Ohio Street Chicago, Ill.

SITUATIONS WANTED.

WANTED—Position as manager in elevator or lumber yard or both. Can make good. J. W. Kampen, Manning, Iowa.

WANTED—Position as manager of Farmers elvtr.; three years' experience; can furnish good ref. Address Farm, Box 6, Grain Dealers Journal, Chicago.

WANTED—Position as mgr. of elevator in good town; 15 years experience. Reference from present employer. Address Change, Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by capable grain man. Twenty years experience as manager of fifteen stations. Expert judge of grain. References furnished. Address Lock Box 524, Peoria, Ill.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED—Position as mgr. country elevator by capable, energetic married man. 30 yrs. old; 8 yrs. exp. in operating country elevators. Can keep house in good order. A-1 ref. Address Throw, Box 4, Grain Dealers Journal, Chicago.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a job for you and do not forget it. There is a job for every man of industry and good habit. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly?

EXPERIENCED GRAIN & SEED TRAFFIC manager, ten years railroad traffic and three years cash grain, wholesale and mail-order seed experience in charge of traffic, accounting, track buying and selling of carload grain and seeds, good correspondent and thoroughly familiar with all departments grain and field seed business; single, 27, draft exempt under present requirements, sober, industrious worker of ability to produce satisfactory results desires to connect with reliable, growing concern of financial stability. If you want a high class man who will be an asset, address H. L. Christy, 1523 Jones St., Sioux City, Iowa.

SITUATIONS WANTED.

WANTED—Position as manager for country elevator. Reference and bond furnished. Address List, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—Position in the grain business; have had 3 years exp. in elvtr.; 34 years old, American; married, two children. Don't drink or gamble. Want good substantial salary. Good ref. Address Oil, Box 3, Grain Dealers Journal, Chicago.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

GRAIN TESTER FOR SALE.

FOR SALE—Hess moisture grain tester. For price, address Nutriline Milling Company, Ltd., Crowley, Louisiana.

FERRETS.

2,000 FERRETS. Prices and booklet free. N. E. Knapp, Rochester, Ohio.

MISCELLANEOUS.

WANTED—500 cars Walnut Logs. Batesville Lumber & Veneer Co., Lawrenceburg, Indiana.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted. second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

HELP WANTED.

WANTED—Good all around second man in elevator. German preferred. Address Plant, Box 3, Grain Dealers Journal, Chicago, Illinois.

WANTED—Good all around second man in elevator, lumber yard and store in the country. Young married man preferred. Holcomb-Dutton Lumber Co., Sycamore, Ill.

WANTED—Manager for elevator handling corn and oats in central Illinois. Give full information in first letter. Address Corn, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED—A man for Central Indiana elevator. One man house. One about thirty-five years old who can run elevator and keep simple set of books. No boozier. Address C, Box 5, Grain Dealers Journal, Chicago, Illinois.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

GRAIN HELPER.

\$75.00 to \$85.00 a month. Open to male citizens of Illinois over 25 years old. Good physical condition required. A number of positions at the Chicago and E. St. Louis grain inspection offices to be filled. Examination at various Illinois points, November 17.

For application blank and further details, address State Civil Service Commission, Springfield, Illinois.

FEMALE HELP WANTED.

EXPERIENCED CORRESPONDENT for Want Ad Dept. Must be systematic, dependable, rapid typist. Good position for an earnest worker. Address Advertising Manager, Grain Dealers Journal, Chicago.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

PARTNER WANTED—Man with capital to handle new wheat crop. \$250,000 business last year. Handle coal, implements, feed and flour in town of 1,500. Address Free, Box 1, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED.

ADDRESS WANTED of C. A. Stewart, an ex-agt. for McCaul Webster Elvtr. Co. A. Moseman, Lyons, Nebraska.

GRAIN WANTED.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of Grain Dealers Journal, Chicago, Ill.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

DO IT NOW

GRAIN DEALERS JOURNAL

—315 So. La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of Firm

Capacity of Elevator

Post Office

..... bus.

State

MACHINES FOR SALE.

FOR SALE—5x14 ft. Boot Tank, good condition, at one third price. A. Moseman, Lyons, Nebraska.

FOR SALE—One Little Victor combined sheller and cleaner in good working order, \$30.00. One 200 bus. Monarch Hopper scale in good condition, \$50.00. Levasy Elevator Co., Levasy, Mo.

WE HAVE in stock at Wichita some fan discharge shellers, some pit shellers and combination sheller and boots for sale cheap. Address White Star Company, Wichita, Kansas.

BARGAINS AND QUICK SHIPMENTS.

Fine rebuilt Ball Bearing attrition mills, all sizes. 100 gal. Molasses heating kettle. 22 hp. vertical steam boiler, complete with injector and 50 ft. smoke stack. 9x18 corn cracker with magnetic separator. Also oat crusher, 6x12 corn cracker. 500 bu. Fairbanks Hopper scale. Several Westinghouse D. C. motors.

Any amount of other mill and elevator machinery. Complete equipments scientifically arranged for modern flour and Cereal Mills, molasses stock and poultry feed plants. Plans and flow sheets. Write today.

George J. Noth, Manager,
No. 9 So. Clinton St. Chicago, Ill.

FOR SALE—MACHINERY AT BARGAIN PRICES.

- 1—No. 174 "Barnard & Leas" double side shake milling separator with sieve cleaners, capacity 80 bu. per hr., brand new.....\$225.00
- 1—No. 177 "Barnard & Leas" double side shake milling separator, capacity 250 bu. per hr., brand new 350.00
- 1—No. 204 "Eureka" counterbalanced milling separator, capacity 450 bu. per hr., rebuilt..... 300.00
- 1—No. 198 "Eureka" milling separator capacity 60 bu. per hr., rebuilt 120.00
- 1—No. 197 "Eureka" milling separator capacity 45 bu. per hr., rebuilt 105.00
- 1—No. 4 "Invincible" milling separator capacity 80 bu. per hr., rebuilt 120.00
- 1—40 bu. "Buffalo" Hopper Scale, rebuilt 50.00
- 1—100 bu. "Fairbanks" Hopper Scale, rebuilt 75.00
- 1—200 bu. "Fairbanks" Hopper Scale, rebuilt 85.00

Beltings, pulleys, hangers, shafting, buckets, bolts, separators, boots, etc. Everything for flour mills, feed mills and grain elevators. We ship to responsible parties on 30 days' time. Write today for our complete bargain list.

Est. 1872 B. F. GUMP CO. Inc. 1901
431-437 S. Clinton St. Chicago.

MACHINES FOR SALE.

FOR SALE—10 oil engines, 20 grain cleaners, 50 grinders, 100 roller mills, pulleys, hangers. Half price, like new. A. D. Hughes Co., Wayland, Mich.

ELEVATOR OPERATORS wanting good second-hand elevator machinery, or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

FOR SALE at a bargain, one Tandem Sioux City Corliss engine, 10x42x18x42, flywheel, 14 ft. diameter, 26 in. face; about 64 ft. of 24 in. double leather belt, together with line shift pulley, pulley tightener, vacuum plunger pump, etc. Morton Merchant Milling Co., Morton, Minn.

ENGINES FOR SALE.

FOR SALE—1 Fairbanks-Morse 20 H. P. gasoline engine, also 1 Fairbanks 9 H. P. vertical gasoline engine; both in good condition. Miller Bros. Co., St. Anthony, Idaho.

FOR SALE—One twenty horse power "Muncie" oil engine, run less than thirty days, guaranteed to be as good as new. For full particulars, address Southwestern Engineering Company, Springfield, Mo.

FOR SALE—50 hp. Fairbanks-Morse kerosene oil engine, modern air starter; new, absolutely guaranteed, ready for delivery. Costs only \$1.25 per day to operate. Virginia Equipment Company, Oak Harbor, Ohio.

ONE 50 horsepower Fairbanks Morse engine for sale; engine will run on either distillate or gasoline. Will sell at \$1,000.00 FOB Waco, Texas. Engine guaranteed to be in good running order. Clement Grain Company, Waco, Texas.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

POWER TO FIT EVERY DEMAND

High grade rebuilt engine values, 1 to 100 hp. at prices you want to pay. Send for big list of engines suited for elevators and mills, for factories and farms, for autos and trucks, for boats and hydroplanes and state your power needs so that we may quote with description.

BADGER MOTOR CO.,
MILWAUKEE, WIS.

MACHINES WANTED.

WANTED—Second hand No. 3 Cutler Dryer. Must be in first class condition. James H. Rhodes & Company, 157 W. Austin Ave., Chicago, Ill.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

BARTER AND EXCHANGE.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

MANY STEAM BOILERS in good condition have been taken out of grain elevators during the last year, all of which could have been used advantageously for storing oil, molasses or for pressure tanks. When the landscape surrounding your elevator is cluttered with discarded machines, tell your brother grain dealers about it. They may have something to exchange which you would like to have.

STEAM ENGINES—BOILERS.

FOR SALE—High-pressure boiler, 72x18; 82 4" tubes; first class condition. Also 25 hp. 8x10 275 RPM Chandler Taylor engine. Batesville Lumber & Veneer Co., Lawrenceburg, Indiana.

FOR SALE—250 H. P. Erie City vertical water tube boiler and 200 H. P. Buckeye engine; both in first class condition; they have been used only a few years and have never been overloaded; must be seen to be appreciated. Cutsinger & Thompson, Shelbyville, Ind.

BACK NUMBERS GRAIN DEALERS JOURNAL WANTED

Will pay 25c a copy for Grain Dealers Journal Vol. VII Nos. 1, 2, 3, 4, 5, 6, and 7, also for Vol. VIII Nos. 9, 10, 11, and 12. Address A. Keady, Room 507 Traders Bldg., Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

DYNAMOS—MOTORS.

FOR SALE—20 hp. Fairbanks Morse electric motor; 40 hp. Fairbanks Morse electric motor and 25 hp. General Electric motor, all 2 phase, 2200 volts; good condition. Bargain. E. B. St. Clair, Teague, Texas.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

INFORMATION BURO

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

WRITE FOR LIST OF

\$50,000 stock of new and used Pulleys, Shafting, Hangers and every description of Power Transmission Machinery.

LEATHER, RUBBER and CANVAS

BELTING
TEUSCHER & SON
MACHINERY SUPPLY CO.
527 N. 2nd St. St. Louis, Mo.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

FOR SALE—Selected, re-cleaned Mediterranean Seed Wheat E/W sacks. Modern Milling & Mfg. Co., Waxahachie, Texas.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

WANTED—Wheat screenings, sunflower seed and any other grain for chicken feed, also Beet pulp. Mail samples. E. S. Dixon & Co., Houston, Texas.

WINTER VETCH

NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso Mich

The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

OTTO SCHWILL & CO.

Memphis, Tenn.

GARDEN and FIELD SEEDS

Also Onion Sets, Poultry Food, Bee Supplies

THE STANFORD SEED CO.

BUFFALO TIMOTHY—CLOVER—ALSIKE—ALFALFA—GRASSES N. Y.
Buyers and Sellers—Car Lots—

WHITNEY-ECKSTEIN SEED CO.

Wholesale Seed Merchants

BUFFALO, N. Y.

CORRESPONDENCE INVITED

Crabbs Reynolds Taylor Company

Crawfordsville, Indiana

Buyers and Sellers

CLOVER AND TIMOTHY SEED—GRAIN

H. W. DOUGHTEN, 59 PEARL STREET, NEW YORK CITY

Importers, Exporters and Jobbers Grass and Field Seeds

We Are Buyers of NEW CROP ALSIKE and Sellers of D. E. RAPE

MINNEAPOLIS SEED CO.

DISTRIBUTORS



BRAND

FIELD SEEDS

TIMOTHY and MILLET Our Specialties

SCREENINGS WANTED

WANTED—Grain screenings and seed screenings. P. L. Zimmermann Company, St. Louis, Mo.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.
HENRY LICHTIG & CO., Kansas City, Mo.

SAMUEL McCausland
Belfast, Ireland

Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogtail seed, etc. Importer of Clover and Natural grass-seeds.

Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

RUSSELL SEED CO.

Carlot Shippers All Southern Seeds
We buy Clovers, Rye, Barley, Wheat

MEMPHIS, TENN.

FOR SALE

GENUINE

MAMMOTH CLOVER

CRAWFORDSVILLE SEED CO.

Crawfordsville, Ind.

FOR IMPORT—25 TO 100 TON LOTS
NEW CROP JAPANESE

DWARF ESSEX
RAPE

MAXIM HERSHEY SEED CO.

"THE IMPORT COMMISSION HOUSE"

81 NEW ST. NEW YORK CITY

Directory
Grass Seed Trade

ATCHISON, KANS.

Manglesdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.
McClinton & Co., wholesale, export & import.
McCausland, Samuel, ryegrass and dogtail.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmers Seed & Nursery Co., seed merchants.

GIBSON CITY, ILL.

Noble Bros., whse. seed merchants.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LAWRENCE, KANS.

Busch Seed Co., W. J., seeds and grain.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.
Lewis & Chambers, field seeds.
Louisville Seed Co., clover & grasses.

MACON, GA.

Georgia Seed Co., field and garden seeds.

MEMPHIS, TENN.

Schwill & Co., O., garden and field seeds.
Russell Seed Co., all southern seeds.

MILWAUKEE, WIS.

Courtneen Seed Co., field seeds.

L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Doughten, Inc., H. W., grass and field seeds.

Radwaner, I. L., field & grass seeds, exp. impts.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field ads.

ST. LOUIS, MO.

J. Goldsmith & Co., grass seeds, peas, grain.

Schisler, F. & G. S. Co., A. W., seed merchants.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.
Hirsch, Henry, clover, alsike, timothy, alfalfa.
The Toledo Field Seed Co., clover, timothy.

TWIN VALLEY, MINN.

Heiberg, M. A., wholesale seed merchant.

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Clovers and Timothy

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HENRY HIRSCH

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[Incorporated]

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THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, OCTOBER 10, 1917

WHEN you see a car leaking grain in transit report it to the shipper thru our Leaking in Transit column and thus help him to collect for the lost grain.

REPORTS from readers on the movement of grain to their markets, and the tendency of farmers to hold for any reason will be appreciated by the seven thousand readers of the Journal. Let us hear from you.

A MEETING of terminal market receivers will be held at Chicago tomorrow, to consider the advisability of removing the limit on the price of the December corn option. The price of wheat and corn is about the only thing which the government has been able to influence. The price of everything else seems to be controlled entirely by supply and demand. The government made a number of attempts to regulate the price of paper, but without tangible results, and the paper makers continue to advance prices at every opportunity. While government interference with the grain business has greatly crippled many merchants and deprived them of all profits, it is not clear that either the producer or the consumer has been benefited.

INSURANCE against loss by fire is inadequate when based on costs of construction three years ago. A grain elevator that formerly was well covered with a \$5,000 policy may need \$6,000 of protection to enable the owner to rebuild without too great a loss.

THE STATEMENT has been made that more dirt has been shoveled out of country elevators in the past thirty days than in previous years. Now, if more is removed in the next month than was removed in that which is past a sizable start will have been made.

IF the railroad attempts to pile grain doors near an elevator the owner of the plant should register a protest that would be felt by the highest officer, if it be necessary to go that far to get action. In most cases the section foreman is in charge of the unloading of grain doors, and he can put them wherever he pleases. This being the case, a heart to heart talk with him will usually be sufficient to remove this form of fire hazard.

ONE-FIFTEENTH of a cent per day will not pay storage, interest, insurance, expense of handling in and handling out, repairs, taxes and depreciation. Grain elevators are built to handle grain in and out and a storage charge does not pay the cost of running a country elevator, altho it may in the case of some big terminal houses. An attempt to compel all country elevators to perform a service at a uniform charge everywhere will close those whose costs exceed the amount allowed.

THE FACT that a railroad section hand has been injured while stealing a ride on the manlift in a North Dakota elevator offers one more reason why more effective means should be adopted to keep all persons out of the plant unless they have business there. For his own protection the elevator owner should post warning notices to the effect that, "The office is the place for the transaction of business. I will not be responsible for any injury trespassers may suffer because of their carelessness."

DEALERS in necessities soon will be gripped tightly by a blanket proclamation to be issued by President Wilson, requiring all those handling about 20 commodities other than wheat to be licensed, if their business amounts to \$100,000 annually. In forecasting the proclamation Mr. Hoover on Oct. 9 coupled with it the following statement, which is too serious to be considered a joke by the grain elevator men of the Southwest who have been put out of business by the food control: "The administration does not wish to disturb the normal and necessary activities of business and no business factor performing a useful function will be expected to surrender that function."

HOGS ARE being fed wheat in Oklahoma, because corn is commanding such a fancy premium that the Oklahoma farmers consider it economy to feed their wheat. As soon as the new corn crop moves to market, the hogs will get all the choice yellow grain they need, at a price much below that of wheat.

DISSATISFACTION with the price fixed for 1917 wheat is gradually wearing off, and henceforth farmers may be expected to market their holdings more freely. It is quite certain that the producers and dealers are far from satisfied with the fixed price, but it is not certain that the crop would have been marketed any more rapidly if the price had not been fixed, as the farmers in most sections seem to be very busy preparing for a larger crop next year. Even \$2 wheat should prove very attractive to producers who up to a year ago would have been delighted with a guarantee of \$1.

THE SHORTAGE of cars continues to interfere with the prompt movement of grain in some sections of the country, and no doubt will continue to interfere thruout the winter. The movement of oats, barley and rye seems likely to increase rapidly during the next month, but the rush of small grain will not be out of the way before the new corn crop begins to move. These large crops are themselves sufficient to cause a scarcity of cars at country points and a congestion at terminal markets. However, shippers should not be led into overloading cars by the full load champions, because they will surely work no economy, as the re-inspection of the grain made necessary by overloading is sure to delay both the grain and the cars more than enough to offset any saving of transportation facilities thru loading above the three foot line.

SO MUCH of our grain has reached enemy countries thru nations supposed to have been truly neutral, that the Exports Administrative Board is making a vigorous attempt to prevent any more of our products falling into the hands of our enemies or into the hands of neutrals who may use the products to the benefit of our enemies. Recently the Exports Administrative Board has called the attention of all seaboard elevators to the necessity of an export license being obtained for the shipment of grain before it is loaded into vessels. It seems that a number of cargoes have been unloaded and in some cases grain has spoiled, because of the Board's refusal to license its exportation. Our Allies afford a sufficient market for any surplus we may spare them, and it would seem right and proper that every precaution should be adopted to keep all of our products out of the hands of our enemies and thus hasten the termination of the war.

PEOPLE WHO thoroly believe in the efficacy of food control by the government should compile their facts and arguments carefully and early, as the business men and farmers will be very likely to sweep the whole bloomin' mess into the refuse can the minute peace is declared.

WHILE JACK FROST has not as yet caught very much of the corn crop, in some sections enough of the crop is affected to necessitate corn buyers keeping an eagle eye on all deliveries, else they may find their cribs full of mush when they start to shell in the spring.

GRAIN ELEVATOR operators who have wheat in store, purchased at a price above the government's price, should not hesitate to turn it over to the government, accept 75% of what it cost them and sue for the balance. No reasonable jury would think of compelling a grain dealer who, in the course of his regular business accumulated a stock of grain, to dispose of his stock in trade at a heavy loss.

WITH the approach of winter thieves are becoming more active, and the news columns of this issue of the Journal tell of the burglarizing of several grain offices. If any dealers have been accustomed to leave money in the office at night it would be well to follow the lead of the South Dakota dealer whose office has been entered by unknown thieves during each fall of the past ten years, and carry the cash to a safe place in anticipation of an unauthorized entry.

INCREASES or reductions in existing rates must be indicated in new tariffs filed by the carriers. Shippers who have trouble in keeping posted on the numerous changes when no symbols are used to indicate the changes will be pleased to learn that the Interstate Commerce Commission has recently served notice upon the carriers that failure to observe strictly the Commission's regulations in this respect will cause the Commission to invoke the penalties prescribed in the act.

THE MISAPPLICATION of the dockage rule of the new Federal Wheat Grades has caused more dissatisfaction than any other attempt of the government to mix into the grain business. It seems that buyers have wrongly used this rule to their own advantage and at the expense of country shippers. It may have been thru a misunderstanding, but the time is now at hand when the practices under the new rules should be uniform and fair to all interested. Grain dealers who discover defects or faults in the Federal Wheat Grades should promptly take up the matter with the Grain Standardization Bureau and make clear how the fault can be remedied.

ANOTHER elevator employee has barely escaped with his life when his clothing became entangled in moving machinery. This time he was caught on a revolving shaft as he attempted to ascend a ladder after having done some work in the pit. He was able to save his life solely because he was strong enough to maintain his hold on the ladder until he stopped the engine. If every elevator operator will study upon the situation as it is set forth in an item in the news columns of this issue of the Journal he will realize the immediate need of guarding all moving machinery and one class of accidents will have come to an end.

BONDING COMPANIES are checking up careless managers of country elevators so closely that it seems certain that the careless agents will soon be in jail awaiting trial or else occupied in other callings. Some of the agents who have recently been arrested for apparent shortages in their accounts have been proved guilty of no intentional dishonesty, but their employer has lost and the bonding companies are pressing hard for restitution. So many of the companies are now employing men without much previous experience that it would seem unreasonable to expect them to keep track of the various side lines and still conduct the business profitably. Men capable of extending credit to 100 different farmers for their wants in half a dozen different side lines are not often employed for \$100 a month. If they conduct a business of this character successfully and take on the responsibility of the accounts, as well as the accounting, then they are real jewels and merit greater compensation.

A VERY LARGE acreage is being planted to winter wheat, and the seed is going into the ground under almost ideal conditions. If these favorable conditions continue until harvest the crop of 1918 will probably be the largest on record. Facing these facts and probabilities, the grain trade of the country should, even now, be planning to handle the crop; but this is a thing which the grain trade cannot do, as matters now stand, for the trade does not know what part it will be permitted to play in the future grain business of the country, and it has learned by experience that any plans which it may make can be rendered unworkable over night. In this juncture it is the duty of the Food Administration to tell the grain dealers just what it purposes to do with them, and to do it in such a way as to make a misunderstanding impossible. To do this will be to serve the highest ends of patriotism, but to have induced the farmers to grow a record crop of wheat and then to permit it to be destroyed because of lack of handling facilities which might have been provided will be worse than a calamity.

Federal Grades Not Made for War Times.

Theoretically the 85 grades of wheat established in the federal inspection system should give the buyer a grade designation that will accurately determine the value in dollars and cents. This and uniformity are the reasons for the vast expense incurred by the government in investigating grading and creating federal supervisors and federal licenses.

Practically no grading system can establish the commercial value of a commodity of such general production and varying quality and mixture as wheat. In the last analysis the value is determined by the buyer's inspection of a sample. Unfortunately this is not possible under the Food Administration's fixing of prices by grades, and so much dissatisfaction and injustice has followed its application to the lower grades of wheat that after a brief trial the Food Administration has discarded the lower grades of the federal system and will buy them upon sample on their merits.

To an extent the same criticism can be applied to the higher grades, as millers are learning to their cost. The government agents distributing the wheat to the millers can show no favoritism and do not discriminate between millers by giving one mill any better quality of the same grade than is apportioned to another mill, when both have ordered No. 2 hard. It is impossible to please everybody and millers will even be asked to take No. 3 when they prefer No. 2 at the higher price.

Under the commercial system in use prior to the assumption of control by the Grain Corporation the miller employed and paid a keen sighted commission merchant to examine the samples offered on the floor of the Exchange, and to select and pay a premium for the qualities needed to mix with his home grown supply. This assured the grain shipper an active market for his grain of whatever quality at its full and fair value. Under the new system a miller may find himself burdened with wheat containing impurities that he has no machinery to separate, while another miller who is allotted wheat from the same terminal and has the requisite machines to clean the grain gets wheat free from that impurity. This effects an economic loss and adds to the high cost of making flour.

The system of buying grain only by grade just inaugurated by the Grain Corporation was in vogue for many years in Canada, until its injustice was recognized and sample markets established on Sept. 1 at Fort William and Winnipeg by the Canadian government.

A grading system is absolutely indispensable for the sake of uniformity of price; and the new federal system is immeasurably superior to the former state and exchange systems; but where so many shades of value have to be adjusted it is impossible to do justice between buyer and seller without incorporating with it the buying on sample. The Grain Corporation is to be commended for adopting the method of buying the lower grades on their merits.

A False Interpretation of the Law.

The misinterpretation of the Food Control Law and the misappropriation of authority not given by that law, has worked a world of injustice upon the grain elevator operators of some sections, and that, too, without facilitating the movement of wheat from producer to consumer, or reducing one iota the cost of such movement. Some of the heads of the milling zones, acting in conjunction with the agents of the Grain Corporation, have greatly exceeded their authority and it may be unintentionally forced many firms out of business. This seems to be foreign to the intent or purpose of the head of the Grain Corporation, and while the organization seems a long time getting into smooth running order, under the limitations of the law, changes must be made quickly before men discouraged by the narrow restrictions of misdirected authority have been forced into other lines of business.

The very sections where the wheat crop this year has been a failure give promise of such greatly increased acreage that every elevator man and every grain storage plant will be needed on the job every minute if the 1918 crop is to be handled expeditiously and economically.

Mr. Barnes seems to recognize fully the necessity of maintaining the marketing machinery of the country to efficiently handle the coming crops. His long experience in the business convinces him of the real service performed by the middle man and it is not at all likely that he will hear to any perversion of the law which will crowd out this useful agent of both producer and consumer. His special trip to the southwest this week, in an effort to adjust conflicting interests, shows that he is disposed to be fair and just and can be depended upon to give the interests of every business coming under his supervision his careful consideration. Country elevator operators who are suffering (as is one of our contributors, who reports, in "Letters" this number, having closed all his elevators) should take up the matter direct with Mr. Barnes and present the facts, so that he can readjust the different business interests to a fairer working basis.

Seldom has anything been gained by attempting to go around the middle man who has made a life study of accumulating or distributing any one of the country's products. His service is indispensable. He accumulates grain of like quality in carload lots and ships it where he can get the best price for that kind of grain. His knowledge of quality and of markets enables him to pay the individual farmer a better price than the farmer could get were he to ship the wheat himself to different markets. The compensation generally obtained by these specialists is very small, as compared with

the service rendered to the producer and the manufacturer, and by shipping the wheat direct to the market where it is needed each time he works a real economy in the marketing of the country's grain.

With all these facts Mr. Barnes is clearly familiar and he also seems averse to permitting any infringement of the business rights of the country grain shipper, so those men who have been discouraged by the difficulties of continuing in business owe it to themselves to get into direct communication with Mr. Barnes.

Superior Conservation of Shippers' Grain.

The grain shippers of the Northwest will be pleased to learn that the City Council of Superior, Wis., last week enacted an ordinance which is designed to *save* shippers' grain which has been going to waste, not for the shippers, but for the politicians of the city. This ordinance, which was secured thru the efforts of the city's brilliant Mayor, provides for the appointment of a Commissioner of Economics "whose duty it shall be to gather and conserve wheat and other food products left in the railway cars when they are unloaded."

Evidently the Mayor has spent some

time about the railway yards, because he contends that the present method of unloading grain at the Superior elevators leaves considerable waste in the cars. Being a thoughtful conservationist, loyal to the cause of the United States, he intends that all grain recovered under the efficient supervision of the Commissioner of Economics shall be sold for food, and the proceeds used to defray the expenses of the Commissioner, pay salaries, for the upkeep of the department, and that any excess profits therefrom shall be turned over to the city at the end of each month.

It would seem to be up to the shippers to refuse to bill any more grain to Superior until that ordinance is repealed and positive assurances are given them that all their grain will be unloaded into the receiving sinks of the elevators and credited to their accounts. Wherever sweeping has been tolerated in years gone by the sweepers have generally developed a weakness for helping themselves to the contents of the loaded cars, with the result that grain shippers lost more after the sweeping of empty cars was inaugurated than they ever had before. In several cases the unloaders were found to have been bribed to leave an extra amount of grain in the cars for the floor sweepers.



Wheat Stack Ruined by Mice.
[See Facing Page.]

Mice Ruin Australian Wheat Stacks.

A plague of mice has done incalculable damage to stacked wheat in Australia. Their ravages have been most severe in the southeastern portion of Australia, especially in New South Wales, South Australia and Victoria.

The wheat was stacked in the open, in bags rising tier above tier to a height of 25 to 30 feet. These well built and symmetrical stacks were covered with uniform roofs of galvanized iron and the owners had every reason to believe the grain would be found in perfect condition when the time came to transport overseas, even tho it might be held in store for a year.

For the account of the Australian government wheat pool there was held in storage by shipping agents and millers on June 4 11,992,000 bags of the preceding year's crop; and up to that date 45,839,000 bags had been received of the 1916-17 crop, a bag averaging three bushels. To farmers there had been advanced on wheat \$200,000,000. R. D. Ross, Canadian trade commissioner at Melbourne, recently reported that there was stacked in Australia awaiting transportation 150,000,000 bus. of wheat.

In less than six weeks after the mice began their attack on the wheat stacks nearly all of them had been reduced to mere heaps of loose grain. The bags were cut almost to ribbons and the grain flowed out and covered the railroad tracks. About 5 per cent of the wheat was eaten by the mice. The remainder of the grain was gathered up and re-sacked. Fotografs herewith taken at Ganmain in the Riverina country of New South Wales show part of a large stack that had collapsed and a gang of men resacking the loose grain.

In one night at a Victorian wheat stack sixteen and one-half hundredweight of mice were caught. In South Australia seven and one-half tons of mice were killed in two months. For their labor in

catching mice the farmers are paid at rates fixed by the Arbitration Court.

To save the wheat from further depredations the first step is to build a mouse proof fence of corrugated galvanized iron, one corner of which is shown in the engraving. These fences need not be more than knee high. W. C. Grahame, minister of agriculture, after a 500-mile motor trip to inspect the mice infested districts stated that some stacks which had been reconditioned and fenced 5 weeks earlier, showed no sign of mice after that time, showing that the mouse proof fences will be effective. Minister Grahame said "Much of the damage is caused by low-lying stack sites. No provision had been made for drainage, and I hope that next year the provision for stacking will receive proper attention from the authorities."

In view of the immense surplus of Australian wheat, now estimated at 250,000,000 bus. and subject to loss for lack of proper storage facilities, why do not the food controllers stop their clamor for wheat from the United States where it is hard to get at \$2.20 per bushel and send vessels to Australia where the grain is in big supply at \$1.16 per bushel?

To Make Warehouse Act Effective.

Officials of the Buro of Markets of the U. S. Dept. of Agriculture will hold hearings in different cities on a tentative draft of rules and regulations to govern the federal warehouses to be licensed under the Federal Warehouse Act.

This system is a voluntary one and may include grain, flaxseed, cotton, tobacco and wool.

The first conference was held Oct. 2 to 4 at Washington and was attended by bankers, underwriters, bonding companies and warehousemen.

WE REALIZE that the Grain Dealers Journal is a valuable paper to the grain dealer.—F. C. Ayres Merc. Co., Pocatello, Ida.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & N. W. 85264 passed, eastbound, thru Grafton, Neb., Oct. 4 leaking wheat badly at end of car. In thru train and had no chance to repair.—Thos. Purcell.

Soo Line 19402 passed thru Fortville, Ind., Oct. 3, leaking oats at side of car.—G. B. McBane of McBane & McBane.

Grand Trunk..... came into Alexander, Ia., Sept. 28, leaking a steady stream of oats at side of car. Every effort was made to stop the leak, but it is reported that a large amount had leaked out along the track.—R. G. Isenberger, agt., Bowles-Billings & Kessler Grain Co.

C. M. & St. P. 63558, loaded with wheat, left on track at Hillsview, S. D., Sept. 25, account broken truck. Showed no leak.—Henry Reiner, mgr., Hillsview Equity Exchange.

Milwaukee 55242 passed thru Regent, N. D., Sept. 25, leaking wheat badly at side of car.—Peter H. Sothman, agt., Empire Elvtr. Co.

Southern 137610 passed thru Lebanon, Ind., Sept. 22, eastbound, leaking oats badly.—N. W. Mattix & Co.

C. M. & St. P. 203010, loaded with rye, set out at Hillsview, S. D. Sept. 20 by eastbound freight account leak on side. Picked up 2 bus. 23 lbs., for which I paid railroad company.—Henry Reiner, mgr., Hillsview Equity Exchange.

St. L. S-W. 12130 passed thru Watkins, Ia., Sept. 19, eastbound, leaking oats above drawbar. No time to repair.—L. O. Eaton, mgr., Watkins Grain Co.



Re-Sacking Wheat Stacks Ruined by Mice. Mouse-Proof Fence in Foreground.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Exterminating Sparrows.

Grain Dealers Journal: With reference to the inquiry of a reader who asked for a method for exterminating sparrows, I desire to say that I have used rice, poisoned with strychnine, for the purpose. I cooked the rice by boiling it in water, adding the strychnine during the boiling process. The poisoned rice was then distributed in the upper part of the elevator, where the birds could have access to it. On account of there being so much grain already available for them it is difficult to get them to eat bait of any kind, and I hit upon rice as the solution of the problem. Care must be exercised to keep the poisoned rice away from chickens and children.—Cal.

Is Shipment Subject to Dockage?

Grain Dealers Journal: We sold a car of wheat in June and shipped it prior to July 1. Our contract called for No. 2 red, and at destination the shipment graded No. 1 red, and dockage of 2% was assessed. We claim that as we sold and shipped this wheat prior to July 1 it was not subject to federal grades and dockage. Are we right?—Walton Grain Co.

Ans.: In the absence of special contract provisions, a shipment of grain sold and shipped during the month of June, 1917, would not be subject to the federal grades, nor to dockage if it moved to a market using grades not providing for dockage at that time. As the federal rules became effective July 1 for winter wheat and August 1 for spring wheat they could not affect a sale and shipment made prior to those dates.

Can Damages Be Collected?

Grain Dealers Journal: I had a car of corn sold to be shipped by a certain date, but was unable to fill the contract because the railroad did not furnish a car. To date I have lost about \$400, and this loss is likely to increase. Is there any chance of my being able to collect damages from the railroad company by filing claim or suit?—F. A. Wallin, Dixon, Neb.

Ans.: Assuming that the prospective shipper is in position to prove that he asked the carrier to furnish a car for grain loading, and that his order was filed sufficiently in advance of the date when the contract would expire to allow a reasonable time for setting and loading the car, the carrier is clearly liable for any loss suffered by the prospective shipper because of its failure to furnish the car. Such, at least would be the case under ordinary circumstances.

However, it is possible that at present, when the Council of Defense is directing the movement of freight cars as a war measure, the railroad will be able to prove itself blameless by showing that the orders of the Council of Defense made it impossible to furnish the car. In that case it would probably be difficult, if not actually impossible, to collect damages.

If the particular line of railroad has not had its equipment diverted by the government authorities the fact that we are at war might not enter into consideration, in which case the liability of the carrier would be clearly defined.

Can Government Price Be Changed?

Grain Dealers Journal: I understand that Herbert Hoover on Sept. 4 wrote Congressman Young of Minnesota that "The maintenance of the 'fair' price is not a guarantee over the whole of the 1917 harvest year." "It is solely dependent upon the export demand."

Are we to understand from this that the price of wheat in government purchases may be changed before July 1, 1918?—L. C. Wakefield.

Ans.: The law leaves it to the President to pay what he chooses for wheat for government use, sellers having the privilege to accept 75% and making claim for the remainder that they believe due. At any time President Wilson has lawful authority to call another fair price committee to fix a new price; or he can set a higher or lower price without the advice of any committee.

How Can the Enormous Coming Crop Be Handled Economically?

Grain Dealers Journal: Here in the Western grain belt we have been watching closely the results of the propaganda for more wheat. While it is yet too early to make any accurate estimate, it seems very likely that the acreage sowed to wheat may very easily be 50 or even 60% greater than any year heretofore. A short time ago, because of drought and the immaturity of the late feed crops, it seemed likely that money which otherwise would go into seed wheat would be necessary to buy feed to carry livestock through the winter. Late rains, however, have tremendously improved the feed situation. The feed which has thus been produced is being conserved with greater care and energy than ever before. Silos are being filled to capacity, a great many new ones have been built and will still be built. Soil and moisture conditions are practically identical with those of the fall of 1913, the sowing of which fall produced the bumper harvest of 1914. As a result of the conditions, estimates of the acreage to be sown in Kansas run as high as eleven million acres. It is very generally assumed that the acreage will exceed ten million acres. And with soil conditions generally ideal for a good stand, predictions of a crop of 200 to 225 million bushels are freely made.

Of course the crop itself is a matter entirely on the knees of the Gods. But assuming that the conditions generally produce such a crop as may be reasonably expected, how is it to be handled under the conditions imposed by the Food Administration through its grain and milling corporations?

I attended at Topeka the other day a meeting of grain dealers from various points in this state. The general attitude was one of discouragement at the prospect. In other words, they felt that there was little in the general situation at present to encourage the operation of even the present wholly inadequate grain handling facilities at country shipping points. This corroborates impressions gained from other sources to the effect that there will be little extension of country shipping point facilities for grain handling.

There seems to be a premium placed upon direct shipments of grain from the farm to the miller. There seems to be little advantage even to the flouring mill operating its own line houses, inasmuch as such elevators are licensed and grain therein is under control of the Grain Corporation of the Food Administration. Further, the ruling makes it obligatory

that no grain either in elevators or for flouring mills storage be stored for more than 30 days. I take it that this ruling on the part of the Food Administration is an undertaking to relieve the situation as regards railway grain equipment, and in this light it may have economic value.

But still this fact stands forth, at least 80 per cent of the grain is threshed within 60 days following harvest. Undoubtedly less than 30 per cent of the grain will be threshed from stack. Does not the whole situation then point to the necessity of a tremendous increase in available storage for grain on the farm?

We are also anxious to do what we can to bring about conditions which will make the most of existing country elevator facilities, rather than a situation which apparently is tending to greatly reduce their aid which will be sorely missed.—Very truly yours, C. P. Buck, Topeka, Kans.

Ans.: Farmers seldom profit by holding grain on the farm and it may be impossible for them to profit by holding the 1918 crop, as an Act of Congress has fixed the price of that crop. Farmers who provide grain storage on the farm not only must stand the losses due to deterioration, evaporation, stealage, damage by insects, rodents and fire, but they are out the interest on the money value of the grain, as well as the money invested in the storage plant. The grain dealer who would have use for grain storage facilities but three or four months a year, could hardly afford to put much money into either plant or equipment. Surely if he could not profit from the possession of storage facilities for such a short period, the producer who stores only his own grain would have little chance of profiting from the possession of such a plant. No doubt if the Southwest does obtain a good yield from the large acreage planted, the shipping facilities will be swamped. If the present crop prospects are realized, all the elevator facilities of the Southwest will be blocked with the moving of the 1918 crop. As the price is fixed, farmers may profit nothing by holding, excepting the privilege of standing the loss due to shrinkage and deterioration, so that they are sure to market their grain as rapidly as possible. If every country elevator man will supplement his existing storage with special fireproof tanks of large capacity, he can clear his receipts, bring the grain up to uniform grade and safely store it, until the railroads can move it. By having the grain stored at country stations, instead of on the farms, the movement of wheat to terminal markets cannot be delayed by poor roads or bad weather when the railroads are able to transport it.

Recovering Loss Due to Price Fixing.

Grain Dealers Journal: We note an editorial on page 377 of the Journal for Sept. 10 which states that grain dealers, who in the regular course of their business have accumulated wheat at a price in excess of the basis price of \$2.20, may be able to recover their loss by selling the grain to the government at the fixed price, accepting 75 per cent in cash and suing for the balance. Kindly advise us as to the manner in which this matter can be investigated and what steps must be taken to have our attorney take hold of the matter.—The Olive Branch Grain Co., Olive Branch, Ill.

Ans.: On pages 470 and 471 of the Journal for Sept. 25 there were published answers to inquirers which cover this matter quite thoroly, and in the law itself (published in the Journal Aug. 10, pages 219 to 222) will be found several references to the subject, giving permission to those who are not satisfied with the compensation allowed for goods requisitioned by the government to sue the United States for an allowance which will be satisfactory.

In the second paragraph of Sec. 10 jurisdiction is conferred on the United States district courts to hear and determine all such controversies, and the second paragraph of Sec. 12 requires that the suit shall be brought in the manner provided by Sec.

24, paragraph 20, and Sec. 145 of the Judicial Code.

The recovery of the loss will depend wholly upon the result of the suit so brought, and it is impossible to say in advance what that will be; but the method by which one may make the attempt is quite clearly defined.

Magnuson Pres. of Minneapolis Chamber.

As president for the ensuing year, which promises to be one of the most troubled periods in the history of the grain exchanges, the Minneapolis Chamber of Commerce has chosen one of the ablest men in its membership, C. A. Magnuson.

Mr. Magnuson's practice is to study in the most thoro manner any question affecting the trade and then to offer a constructive remedy based on correct business principles. His work on the uniform bill of lading with the Council of Grain Exchanges and the National Industrial Traffic League placed him at the head of the grain men in the presentation of their case to the Commission and the carriers.

He is president of the Northwestern Elevator Co., one of the leading line companies of the Northwest. This company was established in 1882 and Mr. Magnuson became identified with it in 1883, being elected secretary in 1884, vice pres. in 1895 and president in 1903.

On his election Mr. Magnuson said: "I esteem it an honor to any man to be chosen by some six hundred alert, intelligent, patriotic business men, such as compose the membership of the Chamber of Commerce of Minneapolis; in fact, to my mind, it is more of an honor to be elected by men with whom one has been asso-

ciated for a period of thirty odd years, than it would be politically to be elected Mayor of Minneapolis. Therefore, after serving on the Board of Directors for ten or more years, I feel in a very keen sense gratified at the honor shown to me by my election to the Presidency of the Chamber, and shall to the best of my ability foster the high standards attained by the Chamber by the very able, earnest and effective work done by my predecessors in that office."

Government Abandons Grades 4 and 5.

The U. S. Food Administration has just issued Bulletin No. 257, as follows:

While the Food Administration has no control over the federal supervision grading act, and while it is true that the act is established by the authority of Congress and cannot be altered except by Congress, the Grain Corporation realizes that it can aid in the readjustment which the establishment of uniform supervision of grades may bring to the grain handlers and growers.

Until the standards are universally known and are thoroughly worked out under experience as to their best application, the Grain Corporation will, thru its agents, buy all wheat except the grades of No. 1, No. 2 and No. 3 on the milling merits of that wheat.

Therefore, all the agents of the Grain Corporation have been instructed as to wheat grading below No. 3 to reflect the milling value of that wheat in the price which they will pay. Statistics to date show 80% of the crop movement grading No. 3 or better.

Two-Pound Samples of Wheat to Supervisors.

To prevent interior millers from paying too much for wheat bot from grain shippers and moving direct from point of origin to mill without passing thru a terminal market or thru an inspection point the agents of the Grain Corporation in co-operation with the milling division zone managers are ordering elevator men who have signed the agreement, and requesting those who have not, to take a 2-lb. sample of the carload and send it in an air-tight container for grading, which grading will determine the price to be paid.

The sample is to be sent by parcel post or express to the zone agent who will submit it to the inspector and then promptly advise both the miller and the shipper the grading, the fee of 50 cents to be charged against the miller, who will collect from the shipper.

This regulation strikes a snag in Oklahoma, having a state grading system entirely different from the federal grades and established by the statutes, making it necessary for buyer and seller of wheat in that state, in case one or both parties are signers to the Grain Corporation agreement, to specify that their contract is subject to federal grades. The effect is that both state and federal systems continue legal in that state, but settlements will be made on the federal grades, as desired by the Grain Corporation.

The few small millers in any part of the country who have not signed the agreement, are at liberty, of course, to buy on sample regardless of grade and pay any price.



Another Autocrat up Against a Stone Wall. The First Subscriber Paying a Year in Advance and Sending 5c for Postage will be Mailed the Original Drawing.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Unfairly Compelled to Close 23 Stations.

Editor Grain Dealers Journal: I have read with much interest the questions by Bob Drennan and Mr. U. F. Clemmons of Oklahoma and Mr. Dorsey of Texas and also the answers by Mr. Barnes at the Buffalo meeting. We can confirm the statements made by our Brother Grain Dealers as true, but there was a great deal of ground that was not covered.

Our Representative in Congress was in our town at the time this bill was passed, and he told the writer that the object of bill was to benefit the poorer classes who were forced daily to buy their bread, that they must have cheaper bread than the French Revolution was from this cause.

When flour went to \$7.50 and \$8.00 per cwt. the bakers in this state put their bread to ten cents per loaf and we understand that they did the same thing everywhere else. Now the baker is buying flour \$4.00 to \$5.00 per bbl. cheaper and the price of bread remains the same, so this class so far has not been benefited. There has been some reduction in the price of flour during the past thirty days. At present flour is being sold by mills in this state at \$11.00 per bbl. and mill run bran at \$1.80 per hundred.

The grain dealers are being forced to ship out wheat that cost them \$2.70 to \$2.75 per bu. at \$1.98 per bushel f. o. b. shipping point basis No. 2 hard wheat. The last car of wheat we shipped netted us that amount. This wheat can be shipped anywhere in the state for 10c per cwt. up to 120 miles, which makes wheat cost the mill \$2.04 per bu. delivered in this territory. Take 4 bu. and 40 lbs. of wheat, the amount usually used to make a barrel of flour and add 85c for cost of milling and sacks used and you have a net cost of \$10.37 per bbl. on flour and bran delivered in this territory.

Millers sell this flour for \$11.00 per bbl. and the bran and shorts are sold for \$1.51, making a net return of \$12.51 on the 4 bu. and 40 lbs. of wheat which cost them \$10.37. The net profit to the mill on a barrel of flour basis present prices is \$2.14 or about \$475.00 on a car of wheat which lost the grain dealer \$800.00 when he shipped it out.

In Paragraph One, "Rules Governing the Milling of Flour," it reads: No miller shall hereafter take any profits on the business of milling flour and feed in excess of the following maximums unless such maximums are terminated by the U. S. Food Administration after thirty days' notice. That is a maximum of 25c per bbl. on flour and 50c per ton on feed and in figuring cost not to include interest on investment and cost of marketing. Instead of a miller making 27c on the barrel of flour and 84 lb. of feed it is developing that he is making \$2.14, a fine profit, better than ever known in normal times, and the unfortunate grain dealer is the goat put in bankruptcy.

Mr. Piazek was quoted in the press

last week as saying he thought "Most of the talk about feeding wheat to hogs originated with dissatisfied grain dealers who refused to take the Government seriously in its price fixing program. The dealers have stored up wheat which they were trying to force the Government to raise the price on. If the dealers did not move this wheat inside of thirty days, according to law they will be subject to prosecution for hoarding."

How would any citizen like to ship out wheat that cost him \$2.70 per bu. and lose \$800.00 per car on it and see the miller make \$475.00 profit on the same wheat through the fact that he has been unfortunate enough to be caught with the wheat on his hands through no fault of his own.

A great many people like Mr. Hoover think that we should have left wheat alone entirely on account of the impending legislation. The National Committee of Defense some time ago commandeered 21,000 empty cars from eastern roads and sent them west to move this class of foodstuff, said it would be dangerous for the country to allow this class of foodstuff to stop moving. If the National Committee of Defense considered it dangerous for wheat or flour to stop moving what would have happened had all grain dealers took cognizance of impending legislation, closed their elevators and refused to buy the wheat fearing that they would get caught with it on hand, as they did, and suffer the decline?

I claim that the grain dealers by energetically moving the wheat have kept the business of the country moving and helped all classes of business. He has not only handled his own business but performed a patriotic duty. How were we to know what price would be fixed or if there would be any price at all. The press came out one morning with a statement that seemed to emanate from responsible sources that the scheme figured on was to put a minimum of \$2.00 on wheat and let it go as high as the supply and demand would carry it. Many were of the opinion that the price would not be under \$2.50 at the terminals. It was argued that the price would not affect the present crop, but would be fixed on next year's crop on the supposition that there would be a big increase in acreage on account of the guarantee of \$2.00 per bu. It was generally believed that on account of the short crop no maximum would be set on this year's crop.

The general opinion with many who are not familiar with the facts is that grain dealers were speculating, this was true in some cases, but in the majority of cases the grain dealer was moving the wheat as fast as he could get cars. When he was unable to get cars considerable wheat was accumulated and when the crash came he had this wheat to get the full benefit of the loss.

It appears that the mills have been well taken care of and no consideration whatever shown the grain dealer in working out the plan. After the grain dealer is forced to ship out his high-priced wheat at a big loss, he must face the mills in competition for the wheat. The mill has a large milling profit to fall back on while he can only get the Government price for his wheat.

In a great many instances businesses that have taken a life-time to build are being crushed. Before the bill passed we had 23 buyers in our employ, doing a splendid business, now we have none and all our stations are closed. What hard-

ships we may have to undergo, however, are not to be compared with the lot of the boys in uniform. They have to go for little money, can't make anything while gone and run the risk of losing their lives, they are the ones that are really up against it.

However, I do not believe that the war has arrived at a stage where it is necessary to single out any class of business men and bankrupt them. The writer is willing to give up every cent he may possess if necessary to whip the Germans, but not willing to be bankrupt until it is necessary to bankrupt all classes of business men.—Very truly, F. E. Humphreys, mgr., Lawton Grain Co., Lawton, Okla.

A Montana View of Fixed Price.

Grain Dealers Journal: The news of the fixing of the price for the 1917 wheat crop on a basis of \$2.17 at Minneapolis was received in Montana with greatly divergent views of approval and disapproval. This price will net the producer in the eastern part of the state, after deducting freight and the commission charge to the government or the broker, about \$2.00 per bu. At Billings and farther west in the state it will figure less than \$2.00.

The farmer and wheat rancher in most cases feels that he has been jobbed, and at present does not care whether he puts out a large acreage or not. It is thought that after the first disappointment wears off over not having a fixed price of about \$2.50 the price will be more acceptable.

Another cause of dissatisfaction among farmers is the excessive and steadily mounting prices of farm machinery, farm fencing and hardware that makes up no inconsiderable item in the annual expense budget of the farm. If something is done to curtail this expense the rural population will forget the price of wheat.

The country press and "average citizen" are loyally upholding the price fixed by the government, and the common people who buy the flour and who have no wheat to sell are satisfied as a matter of course.

The sentiment in favor of holding the wheat in the bins on the ranch has been very noticeable ever since threshing began, but now that the price is fixed and stable and there is no chance of it being higher it is thought that the movement of grain will increase, and that not much of the present crop will remain in the hands of the grower into the 1918 season.—L.

An Unauthorized Ruling.

Grain Dealers Journal: Kansas City is a wheat market, and we are out of the wheat business until the war is over. We know that was not the theory of the Food Control Law. The theory of the law was to protect the commission man and use him in the food distributing plan, but the ruling as applied to the law by the men in charge of the zones has put us out of business so far as handling any wheat is concerned, with the possible exception of a little off grade grain. In Kansas City territory the Food Administration is directing the shipment of all milling wheat, direct from the country elevators to the mills, regardless of whether the man in the country has had it on hand 30 days or not. This leaves nothing for the commission man to do but sit and watch it go by.—E. E. Roahen Grain Co.

Editor's Note: During the questioning of Julius Barnes at the Buffalo convention following his address the condition which is outlined in the above communication was discussed quite thoroly. A full report of the

proceedings will be found in the Journal for Sept. 25, and on page 490, beginning at the bottom of the first column, there is recorded a conversation between Mr. Barnes and U. F. Clemons of Marshall, Okla., pres. of the Oklahoma Grain Dealers Ass'n.

In the course of that conversation Mr. Clemons said: "In Oklahoma the zone manager at Kansas City instructed us the 11th of this month that we must not ship any wheat except under their instructions and to people to whom they instructed us to ship it."

Mr. Barnes replied as follows: "If he said that he exceeded his authority. I think I made it quite clear today that we have no control except over the buying power. You will understand we have only been in operation two weeks. We tried to evolve a clear set of rules, and then have to leave them for individual interpretation, and I think there are a few conflicts, but in a few days they will be ironed out in our system of operation."

Mr. Barnes' reply was sufficiently direct to dispose of the matter, and to place upon the shoulders of the zone agent full responsibility for the unauthorized ruling, which, according to Mr. Roahen's letter, has put the commission man out of business, so far as handling wheat is concerned.

VOLLENWEIDER BROS. have received an extension of 6 months' time in which to build 22 grain elevators along the Central Argentine Railway. H. R. Lawrence has been granted 6 months' time to present for approval the plan of a dock elevator to be built at Buenos Aires.

Regulations for Licensed Elevators.

Following are the rules and regulations governing licensees for storage, manufacture and distribution of wheat and rye and their derivative products, as issued by the United States Food Administration, law department license division:

Rule 1. It shall be the duty of the licensee to give such representative as the United States Food Administration may designate, whenever said representative shall so require, any information concerning the condition and management of the business of said licensee. Reports shall be made on such blanks to be furnished by the United States Food Administration as the said United States Food Administration may designate, showing the amount of all wheat and rye or their derivatives received, shipped, and on hand in the possession or under the control of said licensee and any other information that such representatives may require from time to time. Whenever the said representative shall require it, the said licensee shall furnish such information in writing, under oath.

Rule 2. The licensee shall not handle, wheat, rye or their derivatives on an unjust or unreasonable profit.

Rule 3. The authorized agent of the United States Food Administration shall be at full liberty, during ordinary business hours, to inspect any and all property stored or held in the possession or under the control of the licensee, and all books, and records of said licensee; and all proper facilities for said examination shall be extended to said agent by said licensee, his agents and servants.

Rule 4. The storage space in all warehouses, elevators and other plants used for the storage of wheat, rye, or their derivatives shall be at the command of the United States Food Administration whenever the President or his duly appointed agent shall deem it necessary to utilize such space for governmental purposes, and the licensee shall furnish the whole or any part of such storage space to the United States Food Administration in such quantity and at such times as the President or his duly authorized agent may determine. No wheat or rye shall be received for or kept in storage by any licensee other than for the United States Government, or some agency created or used by the President to carry out the provisions of the act of Congress under which the license is issued, for a longer period than 30 days without the consent in writing of the United States Food Administration.

The foregoing rules and regulations are not mere suggestions and information of the kind being put out indiscriminately; but are the law, and must be lived up to by every elevator licensed to handle wheat or rye.

Elevator Agreement with Grain Corporation.

To cover holding of wheat in store, for the account of the owner, or for the Grain Corporation, and to relieve the owner of the risk of loss by a drop in the fixed price, the Grain Corporation is obtaining signatures to the agreement below. As the agreement contains nothing requiring the owner to pay a fixed price or to buy at a fixed margin, it is presumed that the operator of the house is authorized to pay as much under the terminal price basis as will net him a margin that will cover the expense of doing business, as the one-fifteenth of a cent per day does not cover more than the actual cost of storage, leaving nothing for the labor and expense of taking into store from the farmer's wagon or for loading out into cars, or interest on the investment in \$2 wheat.

To the fifth section there should be added a clause stating the conditions under which the owner of the elevator could terminate the agreement by protecting whatever interest the Grain Corporation had in the grain held for its ac-

count, so that both parties would be placed in the same position as before this voluntary agreement was entered into.

Readers of the Journal are urged to offer suggestions on how to improve upon the foregoing agreement to make it more fully meet the needs of food control and more adaptable to the dealer's methods of doing business.

TWO LARGE BUILDINGS are to be added to the number originally planned for housing the International Wheat Show at Wichita, Kan., Oct. 1 to 13. One will be used for the government exhibit, and the other will be a free playhouse.

Our Callers

O. L. Colton, Cortland, Ill.
J. L. Waring, Peoria, Ill.
R. L. Comber, Stockton, Ill.
John Karscher, Herscher, Ill.
C. E. Stumbaugh, Alexis, Ill.

FOOD ADMINISTRATION GRAIN CORPORATION.

Agreement

THIS AGREEMENT made and entered into this.....day of....., 1917, between the FOOD ADMINISTRATION GRAIN CORPORATION (hereinafter called the "Grain Corporation"), party of the first part, and the undersigned..... (hereinafter called the "Proprietor"), party of the second part:

WITNESSETH:

WHEREAS, the Grain Corporation has been created, and is being used, by the President of the United States, as an agency to carry out the provisions of an Act of Congress, approved August 10th, 1917, known as the Food Control Act;

WHEREAS, the undersigned..... is the proprietor of an elevator located at.....capacity.....bu.; character of plant (wood, steel, concrete, tile), or list of elevators attached and made a part hereof cross out words that do not apply

(hereinafter, whether one or more, called the "Elevator"), which is maintained and used for the storage of wheat, and the Proprietor is desirous of aiding and promoting the efficient administration of said Act and of securing the purposes thereby to be accomplished;

NOW, THEREFORE, in consideration of the premises, it is agreed between the parties hereto as follows:

Charge for Storage.—First: (a) the Proprietor grants unto the Grain Corporation the right at any time, to direct the retention in the Elevator of all or any part of such stocks of wheat owned by the Proprietor as may at the time of such direction be in the Elevator, and similarly to direct the retention of stocks of wheat which may be accumulated in his ownership at any time thereafter, and the Proprietor agrees to abide by and perform such direction, and the Grain Corporation agrees to pay the Proprietor from the date of such retention until relinquished or the grain is shipped or delivered in accordance with its direction, a rate of one fifteenth (1/15) cent per bushel per day, which rate covers storage, insurance and interest.

Price Protection on Corporation's Wheat.—(b) In respect to all wheat retained by the direction of the Grain Corporation, the Proprietor grants unto the Grain Corporation the right to direct the shipment and delivery thereof, and the Proprietor agrees to abide by and perform such direction, and the Grain Corporation agrees to adjust freight and prices so that the net returns to the Proprietor F. O. B. the Elevator shall be the same as if shipped to the Grain Corporation's basic terminal market customarily used before the exercise by the Grain Corporation of this right of direction.

Reservation of Space.—(c) The Proprietor grants unto the Grain Corporation the right at any time and from time to time to engage and reserve all or any portion of the empty storage space in the Elevator for the purposes directed by the Grain Corporation, and the Proprietor agrees to abide by and perform such engagement, reservation and direction, and the Grain Corporation agrees to pay the Proprietor therefor, during such period of engagement and reservation, a fair rate of storage; and as actual grain accumulates in such space, the storage, insurance and interest, as provided in clause (a) above.

Price Protection on Dealer's Wheat.—Second: As additional consideration for the grants and agreements of the Proprietor aforesaid, the Grain Corporation agrees that it will protect the Proprietor against any decline which may take place at any time in the Grain Corporation's price-basis at the said terminal, to the extent of the unsold wheat belonging to the Proprietor in the Elevator or en route from the Elevator to the terminal.

Third: It is understood and agreed between the parties hereto that, except as herein expressly provided otherwise, the Proprietor shall be free to continue the conduct of his lawful business, as if this agreement did not exist.

Fourth: This agreement shall remain in force during the effective period of said Food Control Act, unless sooner terminated by the Grain Corporation as provided in Article Fifth hereof.

No Cancellation of Agreement by Owner.—Fifth: This agreement may be terminated by the Grain Corporation at any time by giving thirty days previous notice thereof to the Proprietor and in case such notice of termination is given, the Grain Corporation agrees to protect the Proprietor, in respect to all his stocks of wheat in the Elevator at the date of such notice, against any decline in the Grain Corporation price-basis as provided in Article Second hereof.

WITNESS our hands and seals the day and year first above written.

FOOD ADMINISTRATION GRAIN CORPORATION,

Attest:

By

Secretary.

President.

Witness:

(Elevator sign here)

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ALABAMA.

Florence, Ala., Oct. 3.—Territory tributary to this point will produce about 2,000-000 bus. of corn this year.—J. W. Paige, sec'y Chamber of Commerce.

INDIANA.

Burr Oak, Ind., Sept. 25.—Wheat acreage will be about the same as last year. Some fields of wheat now look green.—F. Overmyer.

Middlebury, Ind., Oct. 3.—Cutting of corn begun, and much of it is soft. Large acreage of wheat and rye sown. Wheat looking good and very little complaint of fly.—C. F. Troyer, mgr., Middlebury Grain Co.

ILLINOIS.

Bushnell, Ill., Oct. 3.—Corn is now drying rapidly and it will be ready to gather about Nov. 1.—Geo. L. Long.

Stockton, Ill., Oct. 3.—Owing to frost damage and immature corn this section will not have over 50% of a crop.—R. L. Comber.

Fall Creek sta. (Payson p. o.), Ill., Oct. 5.—Corn crop is best in 10 years and all but 5% beyond damage from frost.—J. E. Hood, mgr., M. D. King Mfg. Co.

Springfield, Ill., Oct. 3.—Weather during the past week was favorable for corn, with moderate rains but plentiful sunshine. The corn is hardening, and much of it is safe. The rest will require 10 to 15 days without killing frost. Wheat sowing is general and the plants are up in places and show good stand. Soil is too dry in southern portion for wheat seeding.—Clarence J. Root, director, U. S. Dep't of Agriculture.

IOWA.

Spirit Lake, Ia., Oct. 3.—Seventy-five per cent of corn out of way of frost.—W. E. Becker.

Parnell, Ia., Oct. 3.—The oats crop was the biggest in history, and present indications point to a fair corn crop.—Armour Grain Co.

Story City, Ia., Oct. 3.—Have had very desirable fall for maturing corn. Frost on night of Sept. 30 was killing in low places. About 90% of corn will mature. Oats yield heavy and quality good.—Burke & Stephenson.

Des Moines, Ia., Oct. 2.—Average temperature for the past week about 2 degrees below normal, light to heavy frosts occurring on 2 or 3 mornings in practically all parts of the state, the heaviest being in the eastern counties. Corn made fairly good progress, but not more than 80 or 85% will be safe by Oct. 15, and 5 to 10% will require all of Oct., while at least 5% is hopeless. Enough has matured in all districts to insure sufficient seed for next spring. Plowing and seeding of wheat and rye handicapped in southern and central districts by dry weather, but in northern district there has been a decided increase in the acreage sown. Rain needed for plowing and fall-sown grains, but corn must have dry warm weather.—Geo. M. Chappel, director, U. S. Dep't of Agriculture.

KANSAS.

Belpre, Kan., Oct. 3.—Corn is good.—C. S. Laird.

Zenith, Kan., Oct. 3.—Wheat is about all sown. Corn crop is good.—A. H. Francis.

Healy, Kan., Oct. 4.—No grain handled here this year. Wheat and barley failed; just a little corn.—Sharp Bros.

Centralia, Kan., Oct. 6.—Will have the biggest corn crop we have had in 11 years.—Karnowski & Meyer, by H. A. Meyer, mgr.

Geneseo, Kan., Oct. 4.—The usual acreage of wheat is going in in good condition.—J. M. K. Smith, mgr., Geneseo Farmers Co-operative Union.

Derby, Kan., Oct. 3.—Acreage sown to wheat is double that of last year, but rain is needed for the growing plants.—E. S. Gross, agt., Larabee Flour Mills Corp.

Ford, Kan., Oct. 4.—This county did not produce 1 bu. of wheat per acre; not over a peck of oats; and will not have over 5 bus. of corn, milo or kafir.—Jay Pinney & Son.

Lewis, Kan., Oct. 3.—Owing to poor crop the elvtr. of the Kansas Flour Mills Co. has been closed since June 1.—B. J. Allen.

Hazleton, Kan., Oct. 4.—A big acreage of wheat is being put out this fall.—W. R. Williams, mgr., Vance Grain Co.

Plevna, Kan., Oct. 4.—Corn better than was thought it could be. Feed crops good. About 90% of the largest wheat acreage we ever had is already sown. Soil in fine condition.—J. Deck, agt., Kansas Flour Mills Co.

Centralia, Kan., Oct. 4.—About 75% of the corn is out of danger from frost, but some that was replanted is bound to produce soft corn. Do not think new corn will be fit to ship before Dec. 1.—O. Hanson, mgr., Farmers Union Elvtr. Co.

MICHIGAN.

Lansing, Mich., Oct. 5.—Estimated yield of wheat for the state is 17.42 bus. per acre. The per cent. sown this fall as compared with last is 106. Rye acreage this fall is 103% of last year. Estimated average yield of barley is 26.36 bus. per acre; of oats 35.93 bus. per acre; and of corn 22.7 bus. per acre. Total grain threshed in the state Sept. 8 was: wheat, 6,663,399 bus.; rye, 2,237,100 bus.; oats, 14,709,326 bus.; and barley, 1,657,056 bus.—Coleman C. Vaughan, sec'y of state.

MONTANA.

Great Falls, Mont., Sept. 24.—The crop in this state has been short, but it is of high quality.—H. N. Stockett, sec'y Northwestern Grain Dealers Ass'n.

Glasgow, Mont., Oct. 5.—Crops light, but farmers are buying Liberty Bonds and wearing the smile that won't come off.—Fred Bettschen, agt., Montana & Dakota Grain Co.

Billings, Mont., Oct. 6.—The crop season has been abnormal, and the wheat yield in this state will vary from a failure to 25 and even 30 bus. per acre. Some of the grain that does not look to be especially good and has not filled well is very strong in gluten. A large acreage was planted last spring, but the crop being spotted it is almost impossible to get a fair estimate of the average yield for the state. It is true, however, that the crop came thru the last weeks of the season better than seemed possible earlier, and it is thought by many observers that the final result will be in the nature of a pleasant surprise. The oats situation would indicate that Montana has not produced her usual volume. There will not be much to ship out, and, owing to the late harvest, Nebraska and Dakota oats are being shipped in at present. Feeders who have been used to the heavy Montana oats, testing 40 lbs. and better, are never well satisfied with the 30 to 35-lb. oats they receive from the east. The strong rye market has induced the planting of a large acreage to fall rye.—L.

NORTH DAKOTA.

Adrian, N. D., Oct. 4.—Crops in general very short.—John P. Good, mgr., Farmers Elvtr. Co.

Carrington, N. D., Sept. 26.—The crop is very uneven in this section. Oats very short.—A. E. Ireland.

Guelph, N. D., Oct. 5.—Crop was rather light. Principal grain is durum, all of which grades mixed.—Guelph Farmers Elvtr. Co., by W. L. Dean, mgr.

Drayton, N. D., Oct. 4.—The wheat crop was very good, but much of it is mixed with wild oats. Barley, oats and corn poor. Flax crop very poor, on a very large acreage, and in many instances will not pay labor.—Drayton Farmers Elvtr. Co.

OHIO.

New Holland, O., Oct. 4.—Corn very late.—C. E. Groce.

New Lexington, O., Sept. 24.—Will have enough wheat to keep mill running this year.—H. A. Lowe.

OKLAHOMA.

Carter, Okla., Sept. 26.—Soil is in good condition and an increase in the acreage of wheat is expected.—E. G. Black.

Oklahoma City, Okla., Sept. 30.—The prospect for a full corn crop is 40%. Estimated average yield for the state is 13 bus. per acre. Based on this estimate, production of 49,106,000 bus. is indicated, compared with 55,769,000 bus. in 1916.—Frank M. Gault, pres. state Board of Agriculture.

SOUTH DAKOTA.

Egan, S. D., Sept. 28.—Corn practically out of the way of frost, and a good crop is almost assured.—James H. Glen.

Yankton, S. D., Oct. 4.—We estimate that South Dakota will produce 50% more corn this year than ever before. Wheat and oats crops good, and of good quality. Sweet corn making a fair crop, but acreage planted last spring was less than for several years; the increased yield over last year will probably make production equal to 1916.—Gurney Seed & Nursery Co., by D. B. Gurney, pres.

TENNESSEE.

Lewisburg, Tenn., Sept. 19.—Largest corn crop in history of this country.—O. T. Bryant.

TEXAS.

Dallas, Tex., Oct. 4.—Weather very dry, thus being favorable for cotton picking, but unfavorable for seeding of oats and wheat.—Robert Nicholson.

Government Crop Report.

Washington, D. C., Oct. 8.—The Crop Reporting Board of the Bureau of Crop Estimates makes the following estimates from the reports of its correspondents and agents:

State.	CORN.		Forecast 1917.*	
	Condition Oct. 1.	10-Yr. Av.	From Oct. 1.	Final 1916.*
Penn.	81	82	62,014	56,550
Va.	88	82	66,270	60,990
N. C.	88	83	68,368	53,650
Ga.	90	85	70,560	62,000
Ohio	82	82	158,631	115,762
Ind.	82	82	206,205	174,658
Ill.	86	77	425,019	306,800
Mich.	54	78	40,779	45,375
Wis.	52	80	40,978	60,840
Minn.	60	81	72,160	84,420
Iowa	80	78	401,616	366,825
Mo.	94	70	268,614	132,112
S. D.	84	79	97,138	84,075
Neb.	77	70	259,259	192,400
Kan.	42	56	129,078	69,500
Ky.	95	81	127,682	95,200
Tenn.	95	81	114,855	84,500
Ala.	91	81	87,100	46,688
Miss.	91	78	87,251	47,600
La.	69	80	40,486	44,814
Tex.	38	70	79,080	131,100
Okla.	32	54	39,323	53,325
Ark.	93	73	69,806	45,135
U. S.	75.9	75.2	3,210,795	2,583,241

FLAXSEED.

Minn.	80	79	2,751	2,338
N. D.	43	74	4,643	8,137
S. D.	68	80	1,418	1,395
Mont.	38	83	1,924	3,088

U. S.	51.3	76.8	11,335	15,459
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*In thousands of bus. (000) omitted.

Rice yield is 33,256,000 bus., against 40,702,000 bus. last year; the yield per acre being 34.3 bus., compared with 47 bus. for 1916.

Tame Hay produced 76,490,000 tons, compared with 89,991,000 tons last year.

Kafir is estimated at 98,609,000 bus., against a final estimate for 1916 of only 50,340,000 bus.; the yield per acre this year being 20.1 bus., while last year it was 13.2 bus.

Bean crop is estimated at 15,814,000 bus., in 5 states, against 8,846,000 bus. in the same 5 states last year.

OATS.

State.	Yield per Acre.		Total Production in Thousands of Bus.	
	1917.	10-Year Av.	1917.	1916.
N. Y.	35.0	31.5	46,445	31,356
Penn.	35.0	31.0	40,740	35,030
Ohio	44.0	32.5	80,080	48,076
Ind.	42.3	29.6	76,440	52,500
Ill.	52.0	33.1	244,088	172,095
Mich.	38.5	31.4	60,252	42,690
Wis.	45.0	33.2	99,990	81,400
Minn.	37.0	30.8	123,025	88,112
Iowa	47.0	32.8	244,494	186,850
Mo.	40.0	24.3	55,720	32,250
N. D.	15.0	26.7	38,625	53,750
S. D.	34.0	26.8	65,416	56,425
Neb.	37.0	26.0	112,406	79,875
Kan.	31.0	24.8	60,078	36,425
U. S.	36.6	29.9	1,580,714	1,251,992

SPRING WHEAT.

Minn.	17.0	13.5	65,144	26,645
N. D.	8.2	11.2	58,680	39,325
S. D.	14.0	11.0	46,550	22,050
Wash.	13.6	19.7	18,360	19,350
U. S.	12.7	13.2	242,450	158,142

THE LARGEST CARLOAD of wheat this season was received recently at Winnipeg, Man., by the Cummings Grain Co. and sold to the Robin Hood Mills. The car was shipped from Barons and contained 109,400 lbs. of No. 1 northern wheat, gross value \$4,007.47.

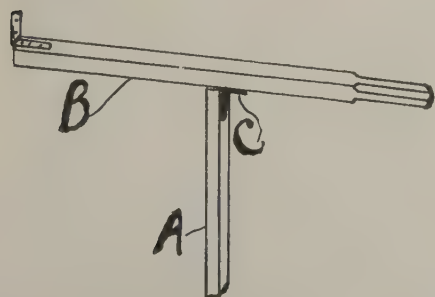
Lever for Gate Control.

In most elevators the only means for opening and closing the gates to the several bins which open into the pit are handles which protrude thru the floor, and every elevator operator knows that a vast amount of effort is expended in pulling and pushing on those handles.

To relieve himself of some of this work, R. S. Arthur, agent for the Derby Grain Co. at Beatrice, Neb., has added a lever to each of the gate control handles, the design of this lever being shown in the drawing which is reproduced herewith.

In this drawing, "A" represents the handle, which extends thru the floor and to the gate itself. The lever "B" is attached to the handle by means of a strap hinge, "C," fastened with bolts. To provide a fulcrum for the lever, one end of it is fastened, by means of another hinge, to a nearby wall, or to an upright post placed in position for the purpose in case no wall is within reach. The opposite end of the lever should be shaped so that it can be easily grasped with the hand.

The installation of a lever like this in connection with each gate control will make it possible to open or close the gate quickly, and with very little effort. The expense of installing the levers will be very little, and if the ability to shut a gate promptly is effective in preventing only one choke it will have paid for a dozen levers.



Lever for Gate Control.

Buckwheat Crop Reports.

Lena, Wis., Oct. 3.—Buckwheat crop about the same as last year, with average yield perhaps a trifle increased. Quality will be good if farmers reports are correct. Farmers do not care to plant buckwheat, but have to on account of other crops missing.—J. N. Bassett.

Fulton, N. Y., Oct. 3.—The buckwheat crop is late in this locality. Very little is harvested. Some frost injury, but not serious. The acreage about normal. The heads seem to be fairly well filled, but until we get threshing reports our estimate is not very reliable.—Gilbert & Nichols Co.

Spencer, N. Y., Oct. 3.—There was probably 80% of a normal acreage of buckwheat sown, and condition is 75% of normal. Sowing was very late, due to unfavorable weather, and it is very slow in maturing. There has been some frost damage.—The S. Alfred Seely Co., by Chas. A. Seely.

Lansing, Mich., Oct. 5.—Estimated average yield of buckwheat in the state is 12.82 bus. per acre. By sections it is as follows: southern counties, 12.81 bus.; central counties, 12.45 bus.; northern counties, 12.55 bus.; and in the upper peninsula 18.60 bus. per acre. On Sept. 8, 2,048 bus. of buckwheat had been threshed.—Coleman C. Vaughan, sec'y of state.

Wyalusing, Pa.—Prospects for excellent buckwheat crop here ruined by hail and early frosts. Altho acreage was larger, threshing returns of about 8 bus. per acre will bring total yield of less than last year. Due to immature grain, the grinding yield is very low. Acreage devoted to buckwheat is about the same from year to year, which leaves the yield dependent upon other conditions.—Welles Mill Co.

Eaton, N. Y., Oct. 3.—We believe the acreage of buckwheat in this section is fully double that of last year, and if the crop matures, and there is every indication that it will, we expect easily twice as much grain as last year. We have traveled over quite a little of the central part of the state and find a number of pieces in shock. Don't believe there was ever a better crop than this year.—Eaton Mfg. Co., by W. C. Macomber, mgr.

Fairchild, Wis., Oct. 2.—Acreage of buckwheat about the same as usual, and about the same as last year. We see no tendency to increase or decrease the acreage. We will have about a ½ crop locally. The grain which filled is of very good quality, but there are many shrunken and unfilled kernels. A good deal of the buckwheat was ruined by the extremely hot weather in July, and a lot of it was destroyed by the hard freeze early in Sept.—The N. C. Foster Lbr. Co., by N. C. Foster, pres.

Titusville, Pa., Oct. 3.—Buckwheat crop in this section will not be up to standard. Acreage was somewhat in excess of last year, and the growing crop gave promise of a very large yield until about Sept. 10, when we had frosts that in places practically ruined it and in other places did no damage whatever. Tendency of this section is to increase the acreage from year to year, as buckwheat finds a ready market and is a crop that will mature in short time. We are of the opinion that there will be considerably more buckwheat than last year, and owing to high prices of other grains the new crop will command high prices also.—Kerr Hill Mill Co., Ltd., by F. C. Kerr, treas.

Janesville, Wis., Oct. 2.—The total acreage devoted to buckwheat in the United States this year was considerably above normal and all conditions of growth up to Sept. 1 were very favorable, justifying the government's report for that date of a crop promise of 20,000,000 bus. this year; compared with 12,000,000 bus. last year. Since Sept. 1 there have been general frosts, which have done more or less damage. To how great an extent the yield of milling grain has been reduced has not yet developed. The fixing of a value for wheat

establishes, to a certain extent, a value for other flour cereals. Therefore, we do not anticipate anything but high prices for buckwheat for this crop. It is possible that the competitive bidding of millers for the first receipts may force the price to a higher basis than will be maintained later.—Blodgett-Holmes Co.

Butler, Pa., Oct. 5.—Acreage sown to buckwheat was larger than usual, but much of it was put in late and in many sections this has been seriously injured if not entirely destroyed by frosts. We are advised that in some sections the buckwheat which is being harvested contains a large percentage of frosted grains, which are of no value. In other sections no frosts have occurred and a large yield is expected. Taking everything into consideration, we believe that an average crop should be harvested this year. Delivery will be late, late sowing causing late maturity and scarcity of farm help delaying threshing. Farmers rather inclined to hold, as those who sold early last year received lower prices than those who waited. Mills are bidding good prices for prompt delivery, and we can see no reason for not selling on present basis.—H. J. Klingler & Co.

Government Report on Buckwheat.

The Crop Reporting Board of the Bureau of Crop Estimates on Oct. 8 estimated that, based on conditions Oct. 1, the country's production of buckwheat is 17,895,000 bus., which is a loss of 2,331,000 bus. since the Sept. 1st estimate, and about 6,000,000 bus. more than the final 1916 estimate of 11,840,000 bus.

The condition on Oct. 1 is given as 74.8%, compared with a 10-year average of 79.2%. The indicated yield per acre is 18.5 bus. this year, against 14 bus. last year. The acreage devoted to buckwheat is figured at 965,000 acres, or an increase of 14.2% over 1916.

Yield of Oats Crop.

Chicago, Ill., Oct. 3.—The oats crop reached maturity in fine condition everywhere. Our final returns on oats gives a crop of 1,621,000,000 the average yield per acre being 37.6, the heavy yield of two years ago was 37.8 bushels per acre and the crop 1,549,000,000. The crop is 370,000,000 larger than last year. The yields in the states of large acreage were unusual; the average in Illinois and Iowa, which furnish one-fourth of the total acreage was in excess of fifty bushels. Yields running up to a 100 bushels were reported from many sections in the big oats belt. The northwest and southwest lost heavily from dry weather, and in the eastern cotton states the crop was largely frozen out last winter.

Our correspondents in the prairie provinces of Canada show a larger yield of both wheat and oats than indicated a month ago on the condition. The crop of wheat is better than last year in quantity and quality; the oats crop is smaller and the quality not so good as last year. In Alberta, Saskatchewan and Manitoba the yield is 238,065,000 bus., against 196,425,000 bus. in 1916, and 380,000,000 bus. in 1915.—P. S. Goodman of Clement, Curtis & Co.

Feeding Value of Wheat.

On account of the high price of other feeds much wheat is being fed to farm animals by farmers who ascribe to wheat a superior feeding value at the same price per pound. Farmers should be warned against this practice as it does not pay.

Fed alone to fattening animals wheat yields about 10 per cent less returns than corn; but when mixed with corn, oats or barley the combination is superior to any one of these feeds, says Professor Henry. Wheat should be ground for all farm animals except sheep.

For young and growing animals wheat is superior to corn in building bone and muscle.

C. H. THAYER & Co. received a car of corn at Chicago Sept. 16 containing 2,276 bus., and which sold at \$5,075.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ILLINOIS.

Fall Creek sta. (Payson p. o.), Ill., Oct. 5.—Country bare of old corn and feeding new corn freely.—J. E. Hood, mgr., M. D. King Mfg. Co.

Peoria, Ill., Sept. 28.—The first car of new corn was received today. It came from Mississippi, graded sample with 19.2% moisture, and was fairly good. We received it on consignment and sold it to a distiller, who shipped it to Pekin where it will be converted into alcohol for use in making war munitions.—Geo. A. Breier, mgr. cash grain dep't J. A. McCreery & Sons.

INDIANA.

Middlebury, Ind., Oct. 3.—Farmers have been selling their wheat freely, about 40% being marketed. They are holding oats account corn being frosted.—C. F. Troyer, mgr., Middlebury Grain Co.

IOWA.

Parnell, Ia., Oct. 3.—Oats are being marketed freely.—Armour Grain Co.

Boyd, Ia., Oct. 3.—Farmers are selling only grain which they cannot store.—J. C. Pryde, agt., Quaker Oats Co.

KANSAS.

Zenith, Kan., Oct. 3.—About half of the wheat has been sold.—A. H. Francis.

Derby, Kan., Oct. 3.—Wheat is moving slowly.—E. S. Gross, agt., Larabee Flour Mills Corp.

Hazleton, Kan., Oct. 4.—Plenty of wheat in the country, but not much moving.—W. R. Williams, mgr., Vance Grain Co.

LOUISIANA.

New Orleans, La., Sept. 1.—Exports of grain thru this port during the month of August were as follows: wheat, 245,005 bus.; corn, 124,850 bus.; oats 3,541,477 bus.; and barley, 980,386, compared with wheat, 1,355,086 bus.; corn 342,182 bus.; oats 56,636 bus.; and barley 46,584 bus. in August, 1916.—W. L. Richeson, Chief Grain Inspector and Weighmaster, Board of Trade.

NORTH DAKOTA.

Guelph, N. D.—Four-fifths of our probable receipts have been delivered and shipped.—Guelph Farmers Elevtr. Co., by W. L. Dean, mgr.

OHIO.

North Robinson, O., Oct. 3.—At this time we are at a stand-still on account of lack of cars, and our elevtr. is heavily loaded.—Switzer & White, by Earl King.

OKLAHOMA.

Carter, Okla., Sept. 26.—About 60% of the wheat remains in the farmers hands.—E. G. Black.

Oklahoma City, Okla., Sept. 30.—The farmer has on hand from this year's crop

45% of wheat and 50% of oats.—Frank M. Gault, pres, state Board of Agriculture.

TEXAS.

Galveston, Tex.—Exports of grain thru the port of Galveston during August were: wheat, 368,841 bus.; and corn, 17,610 bus., compared with 3,582,180 bus. of wheat and no corn during August, 1916.—H. A. Wickstrom, chief inspector, Board of Trade.

Movement of Wheat in September.

Receipts and shipments of wheat at the various markets during September, 1917, compared with September, 1916, were in bushels as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Winnipeg	19,665,000	15,210,000		
Min'polis	11,569,260	15,018,800	2,281,190	4,228,420
New York	2,676,000	11,551,100	2,632,275	7,078,295
Kan. City	2,349,000	8,797,950	919,350	6,602,850
St. Louis	2,058,318	3,888,843	1,851,330	3,316,620
Chicago	2,010,000	6,226,000	1,277,000	6,768,000
Baltimore	1,218,065	4,509,933	819,640	4,793,930
Cincinnati	901,802	966,063	1,296,925	543,340
Omaha	630,000	3,538,800	126,000	3,993,600
Toledo	624,008	1,045,800	81,200	319,500
Wichita	393,000	2,367,800	125,000	1,439,320
Indianapolis	380,000	306,000	139,000	113,000
Detroit	222,000	371,000	23,000	119,000

Corn Movement in September.

Receipts and shipments of corn at the various markets during September, 1917, compared with September, 1916, were in bushels as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago	2,931,000	9,439,000	1,376,000	4,338,000
Omaha	2,052,000	673,000	1,687,800	817,300
Indianapolis	766,000	935,000	220,000	269,000
St. Louis	698,235	759,600	638,780	602,640
Kansas City	545,000	715,000	373,750	597,500
Cincinnati	352,598	628,191	182,374	142,758
Baltimore	256,277	944,164	703,436	1,287,932
Minneapolis	173,110	343,290	78,668	224,070
New York	144,200	1,357,000	287,162	673,124
Detroit	95,000	487,000	13,000	197,000
Toledo	51,000	177,600	7,100	32,300
Wichita	24,500	16,700	32,400	23,000

Oats Movement in September.

Receipts and shipments of oats at the various markets during September, 1917, compared with September, 1916, were in bushels as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago	14,767,000	14,271,000	11,101,000	10,868,000
Min'polis	5,714,670	6,902,970	3,592,250	2,095,950
St. Louis	3,592,175	1,832,000	4,172,850	1,448,680
Ind'polis	2,993,000	744,000	1,217,000	309,000
New Y'k	2,944,000	2,704,000	1,106,446	1,081,762
Baltim'e	2,691,246	3,558,905	1,060,652	2,492,070
Omaha	2,516,000	2,204,900	2,086,000	1,474,500
K. City	2,444,600	1,796,900	2,777,500	424,500
Cincinnati	1,162,878	612,330	610,532	364,289
Winnipeg	992,550	4,961,000		
Toledo	917,000	497,600	543,500	449,700
Detroit	495,000	425,000	86,000	141,000
Wichita	35,000	23,000	36,000	27,000

Under the law requiring a monthly report of expenses the expense of conducting the food administration from Aug. 10 to Aug. 31 is reported by Hoover to have been \$50,606.

PETITIONS for an increase in the minimum carload weight of grain products from 24,000 to 40,000 lbs. were received from the railroads Oct. 2 by the Oklahoma Railroad Commission.

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
July 1 to June 30...	281,130,000	359,355,000	51,662,000	36,620,879	119,166,000	113,876,000
July 7.....	4,399,000	7,071,000	420,000	545,000	4,791,000	2,570,000
July 14.....	8,107,000	7,963,000	927,000	1,375,000	2,351,000	4,299,000
July 21.....	4,964,000	8,327,000	936,000	1,749,000	3,800,000	3,411,000
July 28.....	2,424,000	6,891,000	1,302,000	1,027,000	3,296,000	3,065,000
Aug. 4.....	4,757,600	7,032,000	833,000	1,353,000	3,684,000	3,381,000
Aug. 11.....	4,670,000	5,782,000	994,000	1,738,000	3,442,000	4,403,000
Aug. 18.....	4,224,000	5,813,000	572,000	1,428,000	1,914,000	4,180,000
Aug. 25.....	2,280,000	7,316,000	53,000	1,279,000	2,741,000	3,447,000
Sept. 1.....	2,799,000	7,679,000	529,000	1,622,000	3,722,000	2,357,000
Sept. 8.....	3,338,000	6,641,000	287,000	1,428,000	1,361,000	1,640,000
Sept. 15.....	3,903,000	7,235,000	1,066,000	863,000	4,890,000	2,744,000
Sept. 22.....	1,557,000	5,402,000	132,000	635,000	3,512,000	1,943,000
Sept. 29.....	2,340,000	7,760,000	172,000	606,000	2,682,000	917,000
Oct. 6.....	2,379,000	6,894,000	542,000	1,055,000	4,801,000	1,642,000
Total	52,141,000	97,806,000	8,765,000	16,703,000	46,987,000	39,999,000

Carrier Liable for Full Shortage.

The Supreme Court of Minnesota on Aug. 24, 1917, reversed the decision of the municipal court of Minneapolis, and gave the National Elevator Co. judgment for the full amount of 3,926 lbs. of rye lost in transit by the Great Northern Ry. Co.

The lower court had deducted 60 lbs. for "loss from transportation," under section 4491 of the Minnesota statutes, providing:

"Every common carrier transporting grain shall give the shipper, on request, a receipt for the number of pounds of grain received from him, and shall deliver such quantity to the consignee or proper connecting carrier, less loss from transportation, not to exceed sixty pounds to each car."

4492. "Such carrier shall forfeit to the state, for each refusal to give such receipt, not less than ten dollars nor more than fifty dollars, and for each failure to deliver the proper quantity of grain, not less than fifty dollars nor more than one hundred dollars."

The Supreme Court said: The meaning of the original act of 1875 is obscure. The trial court was of the opinion that in the provision that the common carrier, failing to deliver the amount of grain receipted for, "shall in addition to the civil liability of such common carrier for all loss or shrinkage, except as above provided, be subject to a penalty," the words "except as above provided" limited the civil liability, and defendant so contends; whereas plaintiff contends that it only defines the penal liability of the carrier, that it cannot qualify both the civil and penal liability, and that it was intended to qualify or regulate only the latter.

A majority of the court are of the opinion that plaintiff's construction of this statute is right; that it provides only for a penalty, and does not in any manner affect the civil liability of the carrier. There may be reason for allowing this greater latitude before imposing penal liability. At any rate this seems to a majority of the court the fair construction of the statute. The provisions carried forward as G. S. 1913, § 4237, seem to harmonize best with this construction. The Missouri and Kansas statutes are different from ours. In terms they regulate civil liability. The decisions of the courts of those states construing those statutes are not pertinent here.

Judgment reversed.—164 N. W. Rep. 79.

Rye Movement in September.

Receipts and shipments of rye at the various markets during September, 1917, compared with September, 1916, were in bushels as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Minneapolis	1,823,620	1,542,500	1,169,770	907,950
Baltimore	819,670	687,375	674,102	628,310
Chicago	551,000	545,000	476,000	389,000
New York	383,800	92,500	119,687	65,466
Kansas City	341,000	91,300	143,000	36,300
Cincinnati	111,608	85,785	93,803	8,907
Indianapolis	105,000	31,000	44,000	18,000
Detroit	99,000	132,000	14,000	52,000
Omaha	89,100	144,100	55,000	131,000
St. Louis	64,390	37,400	38,810	46,820
Toledo	24,600	27,000	19,800	12,200
Wichita	.....	8,400	8,400	6,500

Barley Movement in September.

Receipts and shipments of barley at the various markets during September, 1917, compared with September, 1916, were in bushels as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Minneapolis	5,858,990	5,375,960	3,954,880	2,968,300
Chicago	2,475,000	3,178,000	667,000	644,000
Winnipeg	946,400	1,466,100		
New York	704,100	908,596	989,911	1,356,560
St. Louis	421,450	257,600	9,460	4,550
Omaha	277,200	197,400	169,200	115,000
Kansas City	87,000	132,000	29,900	67,600
Cincinnati	48,553	184,430	2,196	38
Toledo	4,200	3,000		
Baltimore	2,239	17,888	63,700	64,000

Elevators Tied by Five Kinds of Control.

Country grain elevator operators have been deluged with such a vast quantity of legislation, information, advice, suggestions and agreements emanating from different authorities that they have not had time to digest the new regulations under which they must do business, and many are still at sea, tho not more so than some of the zone agents, who, in a mistaken zeal to do good, have exceeded their authority.

The grain dealer can get a clear understanding only by considering that all regulations proceed only from lawful authority. Federal supervision of grain inspection is now pretty well understood, and subjects this work to the control of the Bureau of Markets. Many dealers are still wrestling with the application of the wheat grades and dockage.

The Exports Administrative Board with an iron hand has taken control of grain crossing the Canadian and Mexican borders and that going overseas.

The Food Administration will exercise a third control thru its various state chairmen and the President's proclamation on the fair price to be paid by the government, and the one circular of the license division limiting storage to 30 days.

The Grain Corporation is purely and simply a buying and selling organization having as its basis the privilege of selling its accumulated stocks of wheat, direct to the government, at the fair price fixed, this protecting the Corporation

against loss. For its authority with millers and grain elevator operators the Grain Corporation depends not on the law, but on voluntary agreement; just as if the Standard Oil Corporation would agree with an oil producer how the latter should conduct his business, the Standard Corporation protecting him against loss.

The Milling Division is the fifth federal agency now affecting the business of the grain dealer, by its issuance of licenses to millers to buy of the dealer. The Milling Division is far in advance of the grain division in the perfection of the food control as applied to flour. Owners of the largest mills aggressively made definite workable suggestions in advance of the enactment of the law whereby all the purposes of the food administration could be accomplished and still permit operation of the mills at a profit.

While individual grain dealers have generously donated their entire time to promote food control work, there has been on behalf of the grain trade no constructive plan offered by agreement of the trade to carry out the policies of the food control. The food administration and the Grain Corporation will require storage space and handling facilities and the Corporation can obtain this only by agreement. This presents an opportunity for the grain dealers to do as much for themselves and their country as the millers have done, by uniting on a form of contract with the Grain Corporation that will give the needed storage and facilities at a fair compensation.

Side Track Agreements.

Attempts of railroad companies to evade their liability for injury and damage by them on private side tracks by incorporating exemption clauses in the leases of their right of way or side track agreements have been fought successfully in the one state of New York by the Utica Mutual Compensation Insurance Co., which recently issued Bulletin No. 49, as follows:

Each railroad in the state seemed to have one or more forms of so-called "uniform agreement." With respect to many of the shippers served by one railroad, one form of agreement appeared to be in force and effect—with respect to many other shippers, another form. We were most interested in the provisions that sought to make the shipper liable for personal injuries or other losses for which the railroad would ordinarily be liable. The several forms of agreements examined imposed the railroad's liability upon the shipper in varying degrees. Some of them obliged the shipper to assume the greater part, if not all, of it. Others were less drastic. It was obvious to us that where a shipper had signed an agreement which obligated him to assume part of the railroad's liability, a liability was assumed which might, under certain circumstances, easily result in considerable embarrassment.

We, therefore, drafted an amendment to Section 27 of the Public Service Commission Law, which was duly introduced in both houses, and has since, after hearings before the Senate Committee and before the Governor, been signed and become law. This amendment adds a new subdivision to be called "subdivision 3," to Section 27 and reads as follows:

"3. The Commission shall have power, where in its judgment it is reasonably necessary, to make delivery to, or complete delivery by a railroad corporation to require such railroad corporation to operate upon the property of another a switch or sidetrack, and construct and maintain a proper connection thereto, with its line or railroad. Whenever the shipper and the carrier shall be unable to agree as to the terms of agreements respecting such switches or sidetracks, whether on the property of the railroad corporation or of another, and such connections, made between a railroad corporation and the owner or occupant of any premises served or to be served by such switch or sidetrack, or connection, the same shall be subject to the approval of the commission."

In the Court of Appeals case it was decided that the law gave no power to the Commission to compel a railroad to operate a sidetrack upon the property of another. This new law gives it that power.

We are pleased therefore, to announce to our members that the way is now open for the elimination of unreasonable provisions from existing sidetrack agreements, and the prevention of their inclusion in future agreements.

Coming Conventions.

Oct. 11.—Conference of Exchanges at Chicago to consider maximum price of corn.

Oct. 16, 17, 18.—Farmers Grain Dealers Ass'n of Illinois at Galesburg, Ill.

Nov. — Fall meeting Ohio Grain Dealers Ass'n first week of November at Columbus, O.

Nov. 13, 15.—Nebraska Farmers' Cooperative Grain & Live Stock State Ass'n at Omaha.

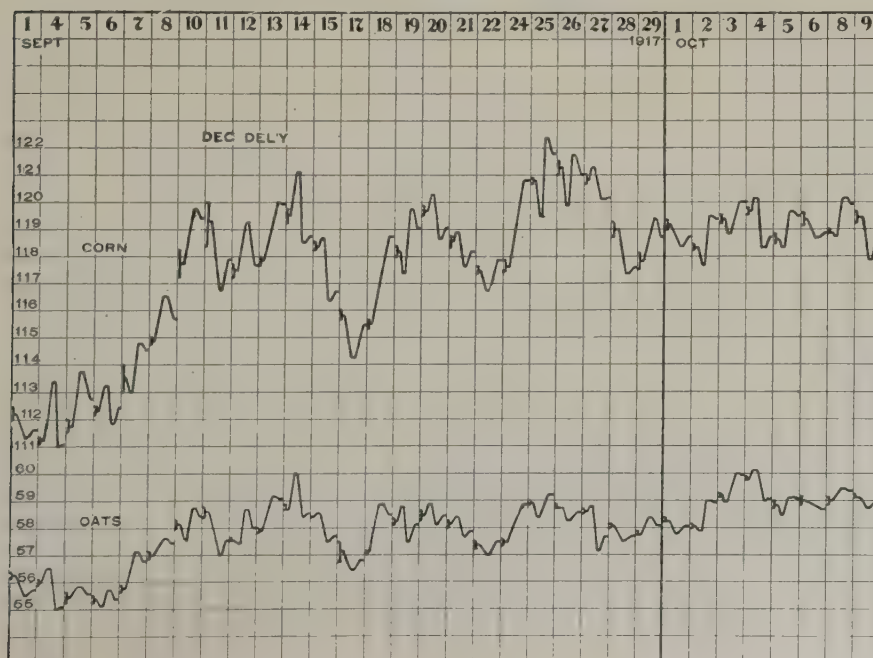
Daily Closing Prices.

The daily closing prices of oats and corn for December delivery at the following markets for the past two weeks have been as follows:

	Sept. 25	Sept. 26	Sept. 27	Sept. 28	Sept. 29	Oct. 1	Oct. 2	Oct. 3	Oct. 4	Oct. 5	Oct. 6	Oct. 8	Oct. 9
Chicago	59 1/4	58 1/2	58 3/4	57 7/8	58	58	58 7/8	59 7/8	59	59	58 5/8	59 1/4	58 7/8
Minneapolis	58 7/8	58 1/2	58 1/4	57 7/8	58 1/2	57 3/4	58 3/8	58 7/8	58 1/4	58 1/4	58	58 3/8	58 1/8
St. Louis	59 3/4	59 1/4	59	58 3/8	59	58 3/4	59 7/8	60 1/2	59 3/4	59 3/4	59 1/4	59 5/8	59 3/8
Omaha	57	57	57	57	57	57	57 3/8	59	59	59 3/8	58 3/8	58 3/8	58 3/8
Milwaukee	59 1/4	58 5/8	58 1/2	57 3/4	58 1/2	58	58 3/8	60	59 1/4	59 1/4	58 3/8	59 3/8	59
*Winnipeg	69 3/4	67 7/8	67 1/2	66 3/4	66 1/2	66 1/2	68	68 3/4	68 1/2	67 1/2	67	67 1/2	67 3/8
Chicago	121 1/4	121	120 1/4	117 3/4	118 3/8	118 3/4	119 3/8	120	118 3/8	119 1/2	118 7/8	119 7/8	118 1/2
Kansas City	121 1/4	120 1/4	119 1/4	116 3/8	117 3/8	117 3/4	118 3/8	118 3/8	118 3/8	118 1/2	118 1/2	119 3/8	118 3/8
St. Louis	120 3/4	119 1/2	119 1/4	116 1/4	117 3/8	117 3/4	117 3/8	118 3/8	117 3/8	117 3/4	117 1/4	117 3/4	116 3/4
Omaha	120	120	120	120	117	117	117	118	118	118	118	118	118

*October.

Opening, High, Low and Close at Chicago Since Sept. 1.



Elevator Observations.

BY TRAVELER.

A HILLSIDE location forced the Gretna Elevtr. Co., Gretna, Neb., to construct a guard for the driveway approach; and the work was well done. A concrete wall on each side of the approach is surmounted by a railing formed of iron pipe. It's safer to do things right than to do them by halves; and the right way is the cheapest way, even tho it does cost more.

GASES present in coal smoke have proven very injurious to the galvanized iron siding on the elevator of the Rails-back Grain Co., at Ashland, Neb., and the side of the house which adjoins the power house is being treated with a coating of aluminum paint, with the hope that the damage will be stopped thereby. The location of the power plant is such that smoke from the big stack, as it follows the course in which prevailing winds carry it, strikes directly against the wall of the elevator building, and the iron siding plainly shows the effect of the corrosive gases.

A MANLIFT with its safety device disconnected and altogether inoperative was one of the things observed at another Nebraska elevator early in September. The manager could give no particular reason for its being so, and did not deny the fact that it is dangerous to thus tempt fate. Is it to be inferred from the numerous cases similar to this that the standard safety device is not practicable? Does its presence cause so much inconvenience that operators are willing to assume the risk of suffering a fall without its help? If neither of these things be true, then Why have so many operators taken the device off their lifts?

IS IT SAFE to use the driveway of the elevator as a garage in which to store the automobile? The traveler has seen several country houses where this use is being made of the driveway, and it is a practice which can not be commended. Usually the car is run into the shelter at night, and taken out during the day when the plant must be used for receiving grain. It also happens quite

frequently that the car is used until after dark and then taken into the driveway with engine running (and hot), and the plant immediately closed, the owner of the car hastening to his bed and leaving the elevator to itself. There may be no particular danger in this proceeding, but it cannot be denied that it increases the fire hazard.

DOCKAGE on wheat continues to present difficulties to country grain dealers. One agent of a line company at a station in Nebraska stated that his company's traveling auditor had given him instructions in the method of determining dockage, but the matter was still not clear to him. He had the idea that he had been told to fill a tester kettle with wheat taken from the wagon load, to separate the clean wheat and dockage, and to weigh the dockage on a balance with which he had been provided, thereby ascertaining dockage of 1 per centum for each gram of weight shown by the foreign matter. Just what result this method would give can not be known, for the reason that the operator would never know the weight of the grain required to fill the tester kettle; and it is a well recognized principle of arithmetic that one can not determine the percentage relation of a part to the whole from which it was taken unless one knows the value of both the whole and the part. In other words, the weight of both the whole and the smaller portion must be known before the operator can learn the percentage of dockage which the smaller portion represents. Traveling auditors should be more explicit in their instructions lest the agent adopt a course which will cause trouble for all concerned.

FIRES originating on the roof of the elevator require more extinguishing liquid than can be readily directed toward the desired point with a bucket, in the opinion of A. D. Speedlin, mgr. of the Crete Grain & L. S. Co., Crete, Neb. In order to assure himself that he has done all he can to prepare for the fire which may come at any time, this manager is planning to install a water pipe which will extend from a nearby main into the elevator and upward to a point

inside the cupola. A cut-off valve will be located in a convenient place near the plant, and water will be admitted to the pipe only when a need for it arises. In the cupola itself a hose will be attached to the pipe, and in case of fire the valve below will be opened and a stream of water may then be played upon the fire. That it will be possible to put more water on the blaze with a hose than with buckets seems certain, and it may happen that the fire will start at a point which cannot be reached with buckets. It should not be thought, however, that a pipe to supply running water is sufficient in itself; and such an installation should not be allowed to crowd the reliable fire barrel from the place which it has won by its record of long efficient service.

Seaboard Price Reduced.

The Grain Corporation has reduced by 2 cents per bushel the price of wheat at New York, Philadelphia, Baltimore and Buffalo, thus in a measure minimizing the discrimination against Chicago as a buying center.

The reduction went into effect immediately on its announcement Sept. 28; and the Grain Corporation will protect dealers who have made contracts on the old basis. H. D. Irwin, 2d vice pres. at Philadelphia, writes:

"If wheat was bot on original price basis, with the intention of delivering it to this Corporation in a terminal market, i e., New York, Philadelphia or Baltimore, it will be necessary to attach affidavit to such delivery when actually accomplished, in order to recover the difference in price."

THAT FOREIGNERS would contract for liberal quantities of new corn at prevailing prices, and that they fear to buy the futures because of past experience in being shut off in getting the cash grain delivered on contracts, was the opinion expressed by R. I. Mansfield, of Chicago, upon his return from an eastern trip recently.



Trading Hall of the Buffalo Corn Exchange.
[See Facing Page.]

Information for Licensed Elevators.

Edw. M. Flesh, St. Louis agent of the Grain Corporation, has recently issued Bulletin No. 4, giving the following information and suggestions to operators of licensed elevators handling wheat or rye:

Terminal markets are only those where zone agents are located

Terminal elevators are only those in terminal markets.

Country elevators are all except those in terminal markets.

An elevator is any storage house equipped for unloading and loading grain. All must have licenses. [This is an error. Wheat and rye elevators only must have licenses Ed.]

Line elevators are a series of country elevators under one management. (Each must have a license and reports made on form W-26 for wheat and R-26 for rye. When part are in one zone and part in another, two reports must be made. Example: If a man owns two elevators in Kansas and two in Missouri, he will make reports on Kansas Elevators to Kansas Zone Agent, and those in Missouri to this office, using forms W-26 and R-26, but if only one in zone the reports would still be made separately but on forms W-1 and R-1.)

When to make reports: Every Saturday evening. See Bulletin No. 1.

Additional reports. Use form C-1 in reporting your stocks of corn and oats and form C-26 if you are line elevator operators.

How to procure a license. Apply to this office for blanks and full instructions. Licenses cost nothing.

Handlers of grain in country who have no elevator facilities but load direct into car from farmers' wagons—No license required.

What to pay the farmer. Buy on the basis of your best terminal market, remembering that you pay freight and commission.

If you are in extreme Western or Southwestern Missouri you may base on Kansas City. If you are in Southeastern Missouri you may base on New York or St. Louis. If in Western Illinois you may base on St. Louis. If in Kentucky or Tennessee you may base on the seaboard markets. If in extreme southern country you may base on New Orleans. The point is you will base where freight figures most advantageously to you. [This paragraph does not apply to all elevators; but only to mills or elevators that have signed the agreement with the Grain Corporation.—Ed.]

Where to sell. Consign to your best terminal, or sell to millers, but only to those who shall assure you they have permits and give you permit numbers. This injunction is on the belief that you have signed

the agreement with Food Administration. If you haven't signed it, you had better do it at once in order that you may share in the advantages it offers. In selling to millers, you must insist on their taking an average quality of your wheat. Report to this office the name of any buyer who insists on only No. 1 and No. 2 red winter. The agreement referred to in this paragraph covers the carrying of wheat for Food Administration.

Your selling prices to millers may not exceed the maximum as established by deducting freight and one cent per bushel from most favorable Zone Terminal. [Does not apply to wheat elevator operators who have not signed agreement.—Ed.]

For the time being use the enclosed cards in reporting (every Saturday) just what you have sold—to whom—price—and your estimated grade. (Enclose this with your elevator reports.)

Storage. You may not carry wheat or rye for anyone except Food Administration for more than 30 days.

Seed wheat. It is not necessary to advise giving special attention to this. If you assist your farmers in getting good seed, it means more and better wheat to handle next year.

A special permit to carry seed wheat beyond 30 days may be procured. In it is embodied the privilege of making a gross profit of 15% over the value of No. 1 red wheat at the time the seed wheat is bought.

Help save the cars. In this time of car shortage, every effort should be made to conserve railroad equipment. We therefore request that you observe the following rules: (a) Order cars you need for immediate shipment only. (b) File your orders in writing with the railroad agent. Have him sign in duplicate order. (c) Show number and capacities of cars ordered. (d) Load cars to full capacity, but not in excess of 10% over marked capacity of car. (e) When corresponding with this department relative to your car supply, send us copy of your car order. This will give us specific information to work on and also aid the transportation department heads in taking care of your needs.

If you have knowledge of the feeding of any commercially sound wheat to live stock please advise this office.

THE FEDERAL CHILD LABOR LAW, passed Sept. 1, has now gone into effect, prohibiting interstate shipment of any product of mill or factory in which children of specified ages have been allowed to work. Dealers are protected against prosecution if they have a guaranty from the manufacturer that no children had been permitted to work in violation of the act, the guaranty being printed or rubber-stamped on the invoice.

New Trading Floor of Buffalo Corn Exchange.

Inasmuch as many of the grain dealers in different sections of the country who attended the recent Buffalo convention were unable to visit the attractive quarters of the Buffalo Corn Exchange, all will be interested in seeing the views presented herewith of the new trading hall, taken from opposite view points.

The Corn Exchange is blessed with a large trading hall with a high ceiling and many windows opening on to streets which are comparatively quiet. The Exchange Hall is equipped with a number of sample tables, affording each firm ample space to exhibit many samples. The wood sample boxes peculiar to this market bear the name of the firm having the grain for sale, and when each deal is closed the boxes are returned to the owner. The new hall is equipped with 40 telephones and indicators below the market blackboards, so as to facilitate the finding of the representative of any one of the renters. On large blackboards above the telegraph booths are posted continuous quotations from all the principal markets.

While Buffalo has long handled enormous quantities of all kinds of grain and distributed large quantities of wheat and feedstuffs to the interior mills and retailers, it is rapidly gaining. The cereal mills, the manufacturers of commercial feedstuffs, the linseed oil mills, the maltsters and the flour mills give a strong active local market for all kinds of grain. The enterprise and hustle of the membership of the Corn Exchange not only is attracting new business to that market, but is also making it attractive to progressive dealers from other markets, who are either moving to Buffalo or establishing branch offices at that point.

AUGUST EXPORTS of domestic merchandise from New York amounted to \$177,491,421; compared with \$271,357,862 in the corresponding month of 1916. The great falling off in trade is due to government control.



Another View in Trading Hall of Buffalo Corn Exchange.

Cutter for Testing Grain.

The instrument which is shown in the photograph reproduced herewith is designed for use in ascertaining the interior quality of wheat, rye, barley, malt and other small grains.

The U. S. Standards for wheat require that for some of the sub-classes the factor of the interior characteristic of the grains shall be considered in determining whether the particular sample may or may not belong to one of those sub-classes. Thus, the sub-class Dark Northern Spring includes wheat of the class Hard Red Spring of which 85 per centum or more consists of dark, hard, and vitreous kernels; and Hard White wheat shall not include more than 20 per centum of kernels of soft and chalky texture. It is obvious that the kernels must be cut before the nature of the interior can be ascertained, and this instrument is made for that purpose.

The instrument consists of three members, each of which is fitted with a handle, and a bolt thru the handles holds them in their proper relative position, while the members will swing upon this bolt to open or close the device.

The uppermost member is a reservoir or receptacle, 2½" in diameter and about ½" deep. In its bottom are 50 holes, each about ¼" in diameter at the top and 1/6" in diameter at the bottom. The middle member is the same size as the reservoir and 1/24" thick; it is also beveled and sharpened on one edge to form a knife. The bottom member is a plate 3/16" in diameter and it is punched with small holes which correspond to the larger holes in the reservoir.

In operating the instrument the handles are placed in their locked position, which brings the plate immediately below the reservoir, with the knife between. The knife is then moved aside to the left by means of its handle, and the reservoir is filled with some of the grain which is to be tested. By means of a shaking movement the grains will fall into the holes. When there is a grain in each hole a round wooden block which is fur-

nished is placed into the reservoir and one hand is used to hold it firmly to retain the grains in position. The knife is pushed in quickly, thus cutting thru all the grains.

The bottom plate is now drawn aside and in each of its 50 holes is a grain neatly cut thru.

This instrument was manufactured in Germany, and for that reason it is impossible to obtain it at the present time. It is said that it is not in stock in the United States, and manufacturers do not care to incur the expense of installing the machinery for making it.

The one which is shown in the photograph does not give as clean a cross section of wheat kernels as many investigators would desire, because the holes are too large to hold the grains firmly while they are being cut. This, however, is a defect that can be easily remedied; and American inventive genius should also be able to devise a plan to make the locking and unlocking of the handles less difficult.

Any demand which may exist for a cutter for testing grain must go unsatisfied for the present, but an opportunity is presented to American instrument makers to devote some study to the matter and to bring out a cutter that will meet all of the requirements.

THE KANSAS CITY office of the Food Administration has announced that no price restriction whatever will apply to wheat actually bot for seed.

ALL WHEAT prizes at the Twelfth International Soil Products Exposition held in Peoria, Ill., in September, were won by farmers from the province of Manitoba, Canada. S. Larcombe, of Birtle, was awarded the sweepstakes in wheat, second prize going to A. Cooper of Treesbank, and third to W. J. Carruthers of Methven. In addition to the prizes for wheat, representatives from Manitoba were awarded the sweepstakes in oats and rye, and the Province received a number of prizes on other products.

War Affecting the Grain Trade.

CORN MILLERS held a meeting at St. Louis Sept. 29 to consider federal licensing of their operations.

RICE MILLERS' representatives met the food administration officials at Washington Sept. 13 and recommended that all dealers be licensed.

THE STAMP TAX on grain exchange transactions will go into effect Dec. 1. It will be 2 cents per \$100 of value, double the former rate.

DUTCH farmers are protesting against the announcement of the Holland government that all grain would be seized and farmers' shares subsequently allotted.

SHIPS UNDER CONSTRUCTION in American ports for foreigners have been seized by the United States government, notwithstanding the protest of the British government.

THE EXPORTS ADMINISTRATIVE Board announced Sept. 16 a complete embargo on food and munitions. Wheat, flour and sugar can not go to Canada without a permit the same as to Europe.

MILLERS who have signed the agreement with the Food Administration Grain Corporation will have wheat distributed to them in proportion to the amount ground by each during the three years prior to Jan. 1, 1917.

FEDERAL AUTHORITIES recently seized 70,000 barrels of flour out of a total of 180,000 consigned to Norway, and placed it in charge of a com'tee of New York Produce Exchange members for distribution without profit to New York users.

PLACING of the export embargo on corn tied up the movement of corn across the Canadian border, and Pres. J. P. Griffin of the Chicago Board of Trade wired the exports administrative board for telegraf release of grain at the boundary.

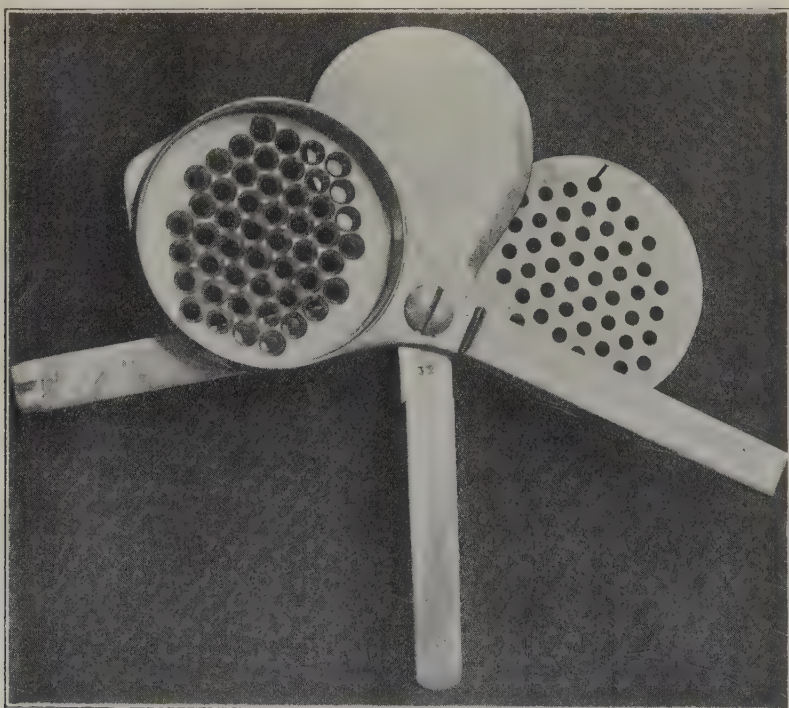
MILLERS leasing elevators on a per bushel basis have been cautioned by the milling division of the Grain Corporation that if this amounts to paying a commission to the owner of the elevator it is a violation of the miller's agreement with the Grain Corporation.

VALUES on No. 4, No. 5 and "sample grade" of the different varieties will be established according to quality, but No. 4 may not sell higher than 1 cent under No. 3 and No. 5 higher than 2 cents under No. 3 of the same variety.—Edw. M. Flesh, St. Louis agent of the Grain Corporation.

SAILING VESSELS will be refused licenses by the Exports Administrative Board to pass thru the zone forbidden by the Germans. The Board also announces that it will revoke licenses covering goods to be shipped thru the war zone if any shipper attempt to ship them by sailing vessel.

ALL AMERICAN tonnage suitable for ocean service and above 2,500 tons dead weight carrying capacity will be requisitioned by the United States Shipping Board at rates varying from \$5.75 to \$7 per ton, for cargo boats and tankers. For passenger steamers \$8 to \$11.50 will be paid, effective Oct. 15.

COPYING the plan adopted by the millers of the United States and the Food Administration Grain Corporation the Board of Grain Supervisors for Canada on Sept. 13 announced that millers of Canada and the buyer of the allies would be required to pay the Board a commission of 2 cents per bushel on all wheat bot.



Cutter for Testing Grain.

FOOD ADMINISTRATION after corn and oats? They are asking elevators to make weekly reports on corn and oats as well as wheat. Is this merely for information for elevator earnings or does it mean they intend to regulate them? Better not attempt too much. Red tape is expensive. Regular business men can do business better than the government.—C. A. King & Co.

FOUR ADDITIONAL food administrators have been appointed: Dr. Henry J. Waters of Manhattan, Kansas; Leon S. Merrill of Orono, Me.; Dr. Edwin F. Ladd of Fargo, N. D., and David R. Coker of Hartsville, S. C. This brings the total of Federal Food Administrators so far appointed up to thirty-two. Those for the remaining states will be announced soon.

CORN MILLERS have appointed a com'tee to present a plan of licensing to the food administration at Washington in October, with a view to fixing profits and eliminating sales for more than 30 to 60 days in advance. Two conferences have been held with Hoover, and many corn millers are enthusiastically in favor of regulation. W. W. Marshall of Kansas City is one of the millers interested.

SWEDEN has by royal decree requisitioned the supplies of wheat, rye, barley, oats, mixed grain, vetches, peas, beans, and sugar beets within the Kingdom. American Minister Ira N. Morris reports from Stockholm that the order applies to all stocks from a previous harvest on hand September 1 and to the harvest of 1917 as soon as cut. The decree remains in force until April 30, 1918.

ROBERT A. TAFT of the U. S. Atty. General's office at Washington visited Bismarck, N. D., to take up the conflict between the laws of North Dakota and the food administration's 30-day clause limiting storage. "I am here as a representative of Mr. Hoover in an effort to adjust this situation without litigation," said Mr. Taft. While here he conferred with Chief Deputy Grain Inspector J. A. McGovern and State Attorney General Langer, and visited a number of elevators.

GOVERNOR CAPPER of Kansas on Sept. 22 wired the Food Administration Grain Corporation at New York: "On behalf of the people of Kansas I desire to earnestly protest against the interpretation placed on your regulations by D. F. Piazek, head of the Kansas City division, which makes it impossible for any Kansas dealer to handle wheat. In effect this interpretation gives the Kansas City, Mo., market a complete monopoly, absolutely destroying the grain markets of Kansas. In the administration of the wheat industry the movement of grain should as closely as possible follow the usual channels of trade."

AN ERRONEOUS STATEMENT has been given circulation among the country shippers, that under the Food Administration regulations wheat cannot be shipped from a station to a terminal market located in a different zone, or, in other words, that the shipper must send his wheat to the markets in his zone. In fairness to other markets it should be made clear that no restrictions of this kind have been imposed by the Food Administration officials, and that the country shipper, no matter where he is located with reference to the zones, may ship his wheat to the Milwaukee market if he so desires.—H. W. Ladish, pres. Milwaukee Chamber of Commerce.

THE GRAIN CORPORATION has notified the trade that "When deliveries of wheat are made to this corporation the day after the wheat is unloaded, the seller of the grain need not deduct any fire insurance, but if the wheat is held longer than one day the seller must deduct all fire insurance that may have accrued.

"THIS CORPORATION will not prescribe set price basis for wheat at Toledo; but the price of wheat should be based on what shipment would net on delivery at most available terminal market, such as New York, Philadelphia or Baltimore, by deducting the export rate of freight and one cent per bushel."—Vice Pres. Irwin of Grain Corporation.

THE MILLERS' interpretation of the food corporation agreement as explained in Circular No. 2 of the Milling Division is "Country mills may continue to secure their supplies outside of terminals and from usual and desirable sources so far as such sources lie within the limits of the milling division in which the mill is located, when given authority to do so by the manager of the milling division and with the approval of the grain zone agent. All mills at terminal points and all country mills buying in whole or part at terminals, or from sources outside of the limits of the milling division, shall file their requirements with the milling chairman in the division in which the mill is located."

COTTON PRICES are being fixed in England by the Cotton Control Board thru com'tees known as the American and Egyptian Official Value Com'tees. For the present, official values will be fixed daily for good middling American cotton fine color and staple, other grades of American cotton the prices of which are now quoted, grades of Texas cotton 1 1/16 to 1 1/8 and 1 1/8 Memphis River cotton. No person is allowed to receive or pay more than 5 per cent in excess of the official price last fixed. This price regulation does not apply to speculative trading in futures. In England the government and the people recognize that future trading performs a useful function in time of war as well as in peace.

Adjusting Difficulties of Price Control.

The Food Administration in Bulletin No. 257 recently issued, announces:

In order to adjust difficulties of the new federal grading act, the Food Administration will, until further notice, purchase everything below No. 3 grade on sample.

The Food Administration officials have been for some days considering the California wheat situation. The difficulties arise from the fact that California is an importing wheat state, that the freight differential of 62½ cents off Chicago, the declared base of Government wheat price, works harder on California than any part of the country; that the Pacific Northwest base has been fixed at \$2.05 per bushel; that Australian wheat and flour is available at less than the base price in any event; and that the federal grading act gives rise to complaint from growers of wheat below No. 3 grade.

As a result of a compromise between all these difficulties, the Administration has determined that the Government price shall be \$2.10 per bushel bulk wheat San Francisco and Los Angeles, and that all wheat below No. 3 grade will be bought on sample.

Colby Now Inspector at New Orleans.

George S. Colby, who, on Aug. 31 was appointed chief grain inspector and weighmaster of the New Orleans Board of Trade, began his career in 1890 as a helper to the grain inspector of the Kansas City Board of Trade. He was soon promoted to inspector and continued in the employ of the Board until the law was passed by Kansas creating a state inspection bureau, in 1897.

Mr. Colby's merit and ability was immediately recognized and he was appointed as state grain inspector and was stationed at Coffeyville in charge for two years, when he resigned and moved to Kansas City and started into business there as a Private Inspector. After two or three years in Kansas City as private inspector, Mr. Colby accepted a position as grain inspector at New Orleans with the Maritime and Merchants Exchange, and when the Maritime Exchange and the Board of Trade Grain Inspection Department were consolidated in 1905, he was employed by the Board of Trade as a grain inspector, and in 1909 was appointed assistant chief grain inspector of the New Orleans Board of Trade, and continued in this capacity until recently promoted to chief inspector.

Mr. Colby is recognized as one of the best judges of grain in the country, a reputation gained by long experience, having been identified with grain inspection during his entire business career. Under his leadership the New Orleans department will continue to render as efficient service as in the past, and all the employees in the department are the same as served under his able predecessor, W. L. Richeson.



Chief Inspector Geo. S. Colby, New Orleans, La.

The Railroad Problem

From Address by Daniel Willard, Chairman Council of National Defense, at Buffalo Convention.

I suppose you would like to know first what action, if any, the railroads have actually taken to meet the conditions brought about by the war, and then what they have so far accomplished.

On April 11, 1917, just five days after this country entered the war, railway executives representing all of the more important lines in the United States, met in Washington, and after a full discussion of the situation they unanimously agreed that during the continuance of the war, and in order that they might be able to deal most effectively with the situation, they would subordinate all of their individual and competitive interests in an effort to create in effect a unified continental railway system to be under the general direction of an Executive Committee of five railroad presidents sitting in Washington. The Executive Committee, so created, held its first meeting in Washington on April 23rd, and has in a sense been in continuous session ever since.

In furtherance of the plan of central direction, it has been found necessary to build up in Washington an organization of about 500 men occupying several floors in a building on Thirteenth Street, and the cost to the railroads of maintaining this organization with its outlying committees and inspectors will be about \$500,000 a year. I mention this simply as an indication of the magnitude of the problem.

Before telling you more about how the railroads have dealt with the problem confronting them, perhaps I ought to point out briefly what the problem really is. Never before in the United States has there been such a condition of industrial activity as exists at the present time. This is due largely, as all know, to our enormous exports of munitions and foodstuffs for our Allies and to the extensive war program, which is being actively prosecuted by our own Government. Thousands of acres of additional factory floor space have been built in the last three years and all industrial plants are working at high speed, many of them on a 24-hour basis, and the railroads are called upon to handle not only the finished output of all these factories, but they must also in the first instance carry the immense quantities of raw material required in its manufacture. In addition to this, many of the steamships formerly engaged in carrying freight up and down the Atlantic and Pacific Coasts, and from one coast to the other through the Panama Canal, have been withdrawn from such service and assigned to trans-Atlantic trade, and the tonnage which these ships carried in the past has now been thrown to the railroads.

A Car Service Commission, subordinate to the Executive Committee, has been established in Washington, and this Committee in turn has subcommittees in 27 of the more important traffic centers in the United States. These outlying committees submit weekly reports to Washington, and a summary of the whole situation is each week laid before the Executive Committee for its information and guidance. If it should develop for instance, that there is an unusual demand for equipment in any particular region in the United States which should be taken care of in the public interest, the central committee in Washington gives instructions that empty cars of the kind required shall be sent at once to the region where needed, in order that the freight may be moved. Since the present method of unified control was put in effect, orders have been sent out from Washington directing the movement of over 115,000 empty cars from one part of the United States to another, regardless of ownership, and more than 100,000 of these cars have already been moved as ordered.

It was possible for the railroads, through the Central Organization, to so co-operate with the Governmental authorities in connection with the building of the new can-tonments that there has been no delay of any consequence in that connection chargeable to lack of transportation. A special representative of the railroads was placed at all mills and at other centers from which large shipments for the can-tonments were to be made and these representatives were in daily communication by telegraph with the central committee in Washington. More than 100,000 carloads of material were needed for this construction and when you consider how the work

has been rushed, I am sure you will not underestimate the task performed by the railroads.

Other situations have been dealt with in a similar manner, such as the movement of the melon crop from the South, the fruit crop from California and the Northwest, and the coal situation as it has developed in certain portions of the United States.

I am advised by the Executive Committee—and this I am sure will interest you gentlemen as shippers—that they expect to be able to move this year's grain crop as rapidly as it can be disposed of; that there is now a general movement of empty box cars toward the regions from which the grain will first be shipped.

Owing to the enormous volume of business which the railroads have been carrying—much of it for export—it developed several months ago that it would be necessary and desirable in the larger interests of all to exercise a greater control than ever before over the movement of freight, particularly to the Atlantic Coast, otherwise congestion and chaos would result. Taking the grain trade as an example, it is clear that nothing is gained by permitting grain for export to move east more rapidly than it can be disposed of at the eastern terminals. A year ago, before the present policy was established, the elevators along the Atlantic Coast were filled with grain and thousands of loaded cars were blocking the eastern terminals and also many of the side tracks and intermediate terminals from the East well back towards the grain fields in the West. Of course the grain could not be disposed of faster than the ships could take it. Nothing was actually gained by crowding so many cars forward with resulting congestion, but a large number of cars were in effect withdrawn from the general service, the facilities of the railroads were clogged, and the public as a whole suffered because of the condition so created. Mindful of that experience it has now been arranged so that the eastern carriers, as an illustration, do not take grain through the Chicago gateway unless it is known that the grain can be disposed of promptly after it reaches the eastern terminal. What I have said in this connection applies particularly to the export trade. Of course domestic freight should and ordinarily can move currently, providing those who order are in position to unload promptly when their freight is received. Food and steel products for export are also being handled in the same manner as grain shipments, and now that the matter has been taken in hand, the railroads believe, and I believe, that they will be able to deal with the situation effectively.

Much of the so-called car shortage for the last year or so has really not been a case of car shortage at all. Roads in the east, it is true, declined to furnish cars for grain loading in Chicago when they knew that the cars so loaded could not be unloaded at their destination and would simply block the terminals and be withdrawn from service. The shipper who was unable to obtain the car spoke of his inability to ship as being due to car shortage, and it was in effect a car shortage in his particular case, although there may have been an ample supply of cars available, but because of lack of other facilities and particularly ocean shipping, it would have been unwise to load and use the car as he desired.

In order that the greatest use might be obtained from the ocean tonnage, efforts have naturally been made to direct ships crossing the Atlantic over the shortest practicable course and this has resulted in diverting to the North Atlantic ports business from the interior which formerly would have gone through the Southern ports, thus reducing the ocean voyage from 500 to 700 miles in each direction. This change has also added to the burdens and the difficulties of the so-called Trunk Lines or Eastern Carriers. It would be much better if more of our export business could go via the South Atlantic and Gulf ports where the terminal and tidewater facilities are ample and not so crowded, but for the reasons which I have pointed out, the tendency at the present time is to send as much as possible of such business through the North Atlantic ports.

During the first three months of operation under the present centralized arrangement, the railroads of the United States

carried in the aggregate about 18% more ton miles than they carried during the same period a year ago and with substantially the same facilities, and July figures, while not yet complete, indicate a business carried in that month approximately 25% greater than was carried during the same month a year ago. This increase in transportation is due in large measure to better and more effective co-operation—made possible under the existing arrangement—between the carriers and the public generally. Trade ass'ns, individual shippers and regulating agencies have all co-operated with the carriers in a most hearty and helpful manner.

For the reasons I have already mentioned, the burden which the railroads will be called upon to bear during the continuance of the war will be far beyond their normal capacity and I have no doubt it will be necessary to subordinate certain activities in favor of those more essential to the public security. I would suppose that it would be promptly conceded by all that materials or supplies essential to the war and shipbuilding programs, for instance, should be given priority of movement over materials not essential to the public defense or safety.

The co-operation of the public which it has given me much pleasure to refer to, has been reflected in the heavier car loading and reduced delay to cars while being loaded and unloaded, and although a great deal has already been accomplished in this connection, much more can be done and I am confident will be done as the situation becomes better understood.

When the President said what he did about using the resources of this country to help win the war, he meant that we ought to make a practical application of that policy, so far as possible, to each individual case. For instance we have in this country, as I have just stated, a capacity to build 5,500 locomotives in one year. How can those locomotives be used so that they will contribute most toward winning the war? The War Department believes that at the present time our locomotive output will contribute more toward winning the war if sent to France and Russia than if kept for service in this country, and orders have been given to the American locomotive builders to send their entire output abroad for the next six months. Ordinarily the railroads in this country buy about 4000 new locomotives per year, and they would undoubtedly be glad to obtain more than one-half that number within the next six months. As matters stand, however, they will receive none during that period, or in any event a very small number. The situation is much the same concerning all other kinds of railway equipment. The American railroads ordinarily buy or build about 150,000 new freight cars per year, and they have outstanding unfilled orders at this moment for about one-half that number, but the car builders are unable to make delivery because of their inability to obtain steel and other necessary material. I am sure you will not fail to keep all this in mind and give it proper consideration when the carriers fail, as they may and probably will, to do all you have grown accustomed to expect from them under normal conditions.

As I view the matter, our resources as a Nation may be said to consist of men, money and materials and all of them should be subjected to exactly the same test that I have used in the case of the locomotives. Each man, each dollar, each pound or ton of material should be used in such a way as will contribute most—if not directly then indirectly—towards winning the war, and that, I take it, is what the President meant when he spoke of applying all our resources to that end. This policy, I am sure, will have the approval and support of every loyal citizen of this country.

It is difficult to discuss the American railroad problem in terms with which the average person is familiar, because of the magnitude of the subject. The railways of the United States have more than 265,000 miles of main line and it is estimated that during the present calendar year they will perform a transportation service equivalent to carrying 440,000,000,000 tons one mile, or about 120,000,000,000 ton miles more than were carried by the same railroads in 1915. It may interest you to know that the increase alone in ton miles which our railroads will carry this year above the amount carried in 1915 will be greater than the entire ton miles carried in one year by all the railroads in Russia, Austria, Germany, France and England put together. Those figures to men who are accustomed as you are to deal with figures, will indicate in a way the magnitude of the railway problem in this country; and that is the problem that the Railroad Executive

Committee in Washington is dealing with, and I think successfully dealing with at the present time.

The great problem is the war in which we are engaged and how to bring it to a successful and satisfactory termination within the shortest possible time. This war, unlike all others that have preceded it, is not a contest between armies,—or rather it is that and more,—it is an industrial contest between nations. The transportation system of this country is an essential part of its industrial fabric, and it must perform its full part in this great undertaking. To the extent that the railroads contribute toward the winning of the war, they will deserve well of the Nation, and (I do not wish to evade the issue) so far as they fall short of doing everything that is humanly possible for them to do towards bringing this war to a successful issue in the shortest possible time, to that same extent they will deserve and receive condemnation. I repeat there is no question so important to all of us at the present time as the winning of this war. Every man, every resource of this great Nation should be and has been pledged to that end and will be judged by that test. The railroads are willing to be so judged. The owners of the railway properties, speaking through their chosen representatives, have pledged themselves to subordinate, during the period of the war, every individual and competitive interest in order that they may by so doing contribute most toward winning the war. If because of the unusual burdens which have been placed upon them, or for any other reason, the carriers fail in certain instances to respond as promptly and as effectively as would be desired, I bespeak for them again your patient and helpful consideration.

A few days ago a great American made a great address in which he used the following words:

"A nation which declares war and goes on discussing whether it ought to have declared war or not is impotent. * * * After the decision in favor of war, the only decision for the individual citizen is whether he is for or against his country."

Senator Root never spoke stronger or more inspiring words. Our country is at war. Are we for or against our Country? That was the question confronting the railway managers in Washington on the 11th of last April, and the action which they promptly and unanimously took on that date was their answer.

A Progressive Milwaukee Receiver.

The time was when Milwaukee was one of the active wheat markets of the country. Its flour mills provided a strong local market for shipments of good milling wheat. Later it attained prominence as a strong barley market, and the big brewers of that city have spent many fortunes in encouraging the growing of high grade barley in the territory tributary to that market. However, during recent years the market has attained prominence for its activity in the corn and oats trade. Some new elevators and much additional storage has been added to the grain handling facilities of the city, several new firms have been organized and old firms strengthened and extended, with the result that it now provides a good market for all kinds of grain.

One of the live, progressive firms which has contributed largely to the growth of Milwaukee's grain business is the Taylor & Bournique Co., of which A. K. Taylor is president, L. J. Bournique vice-president and treasurer and Albert R. Taylor secretary. This firm is a member of a number of the leading grain exchanges and has a well equipped elevator for the prompt transferring, cleaning and improving of all kinds of grain. The company specializes in its private brands of oats, on which it has established an enviable reputation thruout the consuming sections of the east. It maintains distributing offices at Chicago, Buffalo, Boston, New York and Philadelphia. Herewith is reproduced a group photograph of the secretary of the company and the managers of its distributing offices, who recently visited the home office to familiarize themselves with the care taken to maintain the uniform good

quality of the company's private brands. The western office of the company at Sioux City, Ia., is in charge of Mr. Geo. O. Strom.

Holding of Wheat for Seed.

The 30-day limitation on storage has been abolished on grain examined by the Seed Stocks Com'te of the U. S. Dept. of Agriculture and found to be good for use as seed. Such lots may be kept for bona fide seed purposes until the end of the next seeding season. Seed so held may be sold at not to exceed 15 per cent over the selling price of No. 1 wheat at the elevator where it is stored.

For the most part, the work of the Department and the Food Administration will relate to spring wheat, and only in special cases will the holding of winter wheat seed for use in the fall of 1918 be approved.

Warehousemen and elevator operators in the spring-wheat belt east of the Rocky Mountains must send samples of grain which they wish to hold for seed purposes.

The specific addresses to which samples should be sent are as follows: From spring-wheat region east of Rocky Mountains, W. L. Oswald, 326 Flour Exchange, Minneapolis, Minn.; from Washington, Prof. E. G. Schafer, sec'y, State Com'te on Seed Stocks and Agronomist of Experiment Station, State College, Pullman, Wash.; from Oregon, Prof. Geo. R. Hyslop, sec'y of State Com'te on Seed Stocks and Head of Dept. Farm Crops, Oregon Agricultural College, Corvallis; and from Idaho, Prof. Glenn S. Ray, Prof. of Farm Crops, Idaho University, Moscow.

HEATING of grain led to the discharge recently at Baltimore of the cargoes of three Dutch steamers.

Salesmen for the Taylor & Bournique Co.



Upper Row, Left to Right: Chas. Costenbader, Mgr., New York; H. S. Klein, Chicago; F. M. Turnbull, Mgr., Philadelphia. Lower Row, Left to Right: E. F. Clapham, Mgr., Boston; A. R. Taylor, Sec'y, Milwaukee; H. C. Shaw, Mgr., Buffalo.

Seeds

HARRISVILLE, MICH.—C. B. Pyle has succeeded F. G. Johnson & Co.

HOUSTON, TEX.—The O. P. Jackson Seed Co. has succeeded the firm of O. P. Jackson & Co.

LOS ANGELES, CAL.—The Los Angeles Seed Co. has removed to a new location in this city.

ASHEVILLE, N. C.—The Asheville Seed Co. will succeed the Stricker Co. with the new year.

MILWAUKEE, WIS.—Alfred L. Rosenberg has disposed of all his interests in the Milwaukee Seed Co.

PATTONSBURG, MO.—The Hyde Seed Farms Co. has closed its office at this place, the main office now being located in the Rialto Bldg. at St. Louis, Mo.

GRASS SEEDS may be shipped without export license to all parts of the world except Germany, its allies and the neutral countries of Europe, announced the Exports Administrative Board, Oct. 3.

ATCHISON, KAN.—The Mangelsdorf Bros. Co. has changed its name to the Mangelsdorf Seed Co. and has increased its capital stock from \$100,000 to \$300,000.

ALEXANDER, N. Y.—W. E. Moulton & Co. have been incorporated to do a seed business. The capital stock is \$18,000; and the incorporators are A. J. Waterman, G. S. Haxton and D. F. Taylor.

WHEAT PRODUCING at the rate of 80 bus. per acre has been grown on the farm of Gordon Muir at Gleichen, Alberta, Canada. The new variety is unnamed, and is a cross between Red Fife, Marquis and Preston.

LANSING, MICH.—Seeds threshed in the state up to and including Sept. 8, were as follows: Peas, 13,908 bus.; timothy, 3,408 bus.; June clover, 182 bus.; mammoth clover, 123 bus.; and alsike clover, 7,103 bus.—Coleman C. Vaughan, sec'y of state.

KAFIR receipts at Kansas City during September were 5,500 bus., compared with 84,700 bus. during Sept., 1916; and 3,000 bus. were shipped in that month this year, compared with 100,000 bus. last year. At Wichita 1,000 bus. were received in Sept., 1917, and the same amount in Sept., 1916, while 6,000 bus. were shipped in the monthly period this year, and 5,000 bus. were shipped in Sept., 1916.

OKLAHOMA CITY, OKLA., Sept. 20.—Kafir shows a condition of 74% and milo 73%, compared with 58% for kafir and 57% for milo on the same date last year. Estimated average yield per acre of kafir is 22 bus. and of milo 20 bus., which would give a total production of 18,326,000 bus. of kafir and 6,600,000 bus. of milo, compared with 9,974,000 bus. of kafir and 4,316,000 bus. of milo last year. The growing condition of sorghum is 80% and estimated yield per acre 2½ tons. The production for the state will equal 607,500 tons, compared with 511,600 tons last year. The condition of the peanut crop is 76% and an excellent yield is promised. The average yield per acre of broom corn is 362 lbs., compared with 366 lbs. in 1916. Total estimated production is 43,600 tons, against 40,900 tons last year.—Frank M. Gault, pres. state Board of Agriculture.

CHICAGO, ILL.—The seed trade looks for an extremely heavy demand from foreign countries when war is over.—Somers, Jones & Co.

OWOSSO, MICH.—The Young, Hall & Randolph Seed Co. has begun work on its reinforced concrete elvtr. The Burrill Eng. & Const. Co. has the contract.

DES MOINES, IA., Oct. 2.—The acreage of clover cut for seed will be much less than normal, and large areas of last spring's seeding of clover and alfalfa have been destroyed by grasshoppers.—Geo. M. Chappel, director, U. S. Dep't of Agriculture.

SANTA ANA, CAL.—Edwin M. Haven died recently after a long illness. He was born in Ohio in 1855 and engaged in the seed business in 1875 at Bloomington, Mich., later removing to South Haven and in 1903 to Santa Ana, where his seed business will be conducted by his sons.

From the Seed Trade.

DALLAS, TEX.—We had very dry weather in Texas this year, and crop prospects are not very encouraging, however, if we do not have an early frost there is still a chance to make fairly good crops of kafir corn, milo maize, feterita, cane seed, millet seed and Sudan grass seed. The alfalfa seed crop was very short. Quality, however, was good, but it has practically all been sold. There was no seed carried over from last year. Will not be able to give any definite information as to outcome of the crop before about middle of November.—Robert Nicholson.

LOUISVILLE, KY.—While the demand for clover, timothy and other items has been very poor this fall, nevertheless we anticipate a very good demand in the spring. There is a large acreage of wheat being sown and we expect a large demand for either clover or timothy. We firmly believe that the planting of clover and grasses will be encouraged by the high price of labor and the trouble of cultivating other crops. We don't think a great quantity of anything except clover has been carried over.—Wood, Stubbs & Co.

TOLEDO, O.—Ohio seed crop conditions improved over three weeks ago, but conditions spotty. Some sections have nothing. Others have very fair yield. Michigan reports are pessimistic. Many sections have not enough seed to supply normal seeding demands. Don't feel inclined to sell and perhaps have to buy back later at higher price. Seed movement is late. Receipts this week very small. Stocks declining. Clover mainly in strong hands. Timothy out of the rut. Had been well liquidated and made good recovery on fresh investment buying. Alsike also shared in the general seed advance.—Southworth & Co.

LONDON, ENG., Sept. 3.—Since our last report the weather has been unfavorable for the growing crop of red clover seed. Should it clear there is still time to save a fair crop for England. White clover is small yield. A large area intended for seed was cut for hay in consequence of the poor outlook for seed. Market strong and advancing. Alsike is a medium crop in England, stocks light. After a strong rise, the market for crimson clover is easier, due to recent rains which will curtail demand. Stocks, however, are light. Perennial and Italian ryegrass is of good quality; weight heavy, yield slightly less than last season. Market

has opened at higher prices than anticipated.—C. W. Le May & Co.

YANKTON, S. D.—South Dakota produces ordinarily large quantities of alfalfa seed and we believe the crop this season will be nearly an average one. Grasshoppers in the alfalfa producing section have been rather heavy and have destroyed some fields and reduced the yield in other fields, but believe with the increased acreage an average yield of alfalfa will be produced in South Dakota. We do not produce in this state very much clover or timothy seed, hardly enough to supply the local demand. The best report at the present time would be that what little we have grown would yield better than 1916, but South Dakota will be a purchaser of both clover and timothy. We do not raise any blue grass in this country.—Gurney Seed & Nursery Co.

TOLEDO, O.—Clover seed traveled rapidly this week. Broke all high records since the Civil War. Fourteen twenty-two one half is previous high made in February, 1912. Fourteen sixty is high this week. Bulls happy. Some predict still higher values. Can't figure where the supplies are to come from to fill the domestic requirements let alone furnishing our allies with any. Others more conservative. Prefer taking profits and wait for the reactions. Figure they most always come after so rapid and forced advances. Bears, what few are left, can't see this level so early in the season. They figure the short interest lightest ever known at this season. Demand has been filled by sellers who have the cash seed to deliver. There is still a quantity of old prime in this country that carries a hedge. With situation so acute as holders predict this old prime should sell even up with the new. Why not? Its germinating qualities are nearly equal. All it lacks is the color.—J. F. Zahm & Co.

Red Sorrel in Grass Seeds.

Red sorrel seed is frequently found in clover, timothy and other grass seeds, and sometimes even in grain. It is especially difficult to separate from alsike clover and the latter is frequently infested with

Timothy Movement in September.

Receipts and shipments of timothy seed at the various markets during September, 1917, compared with September, 1916, were as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago, lbs.	6,525,000	10,565,000	3,887,000	7,956,000
Cincinnati, bags	12,851.	13,038	4,011	7,943
Toledo, bags	11,208	6,482	1,300	1,877

Clover Seed Movement in September.

Receipts and shipments of clover seed at the various markets in September, 1917, compared with September, 1916, were as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago, lbs.	1,346,000	1,356,000	423,000	279,000
*New York, bags	2,405	.....	651	.....
Cincinnati, bags	807	4,548	1,408	4,666
Toledo, bags	272	4,092	8,325	482

*Includes timothy, alfalfa, and other grasses.

Flaxseed Movement in September.

Receipts and shipments of flaxseed at the various markets during September, 1917, compared with September, 1916, were in bushels as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Minneapolis	265,000	315,590	27,040	10,440
New York	93,000	268,300	.....	.....
Winnipeg	64,900	340,400	.....	.....
Kansas City	35,000	.....	34,000	.....
Chicago	.....	1,000	.....	1,000

it. Alfalfa seed is comparatively free from it.

In the report of the Maine Agricultural Experiment Station, the seed analyses for 1906 show that almost 98 per cent of alsike clover samples, over 78 per cent of red clover and over 52 per cent of the samples of timothy contained seed of red sorrel.

Pammel reported in 1911 that in 34.4 per cent of the samples of red clover seed, 44.4 per cent of white clover and 86.1 per cent of alsike clover, analyzed at the Iowa Agricultural Experiment Station, the seed of red sorrel was found as an impurity.

The analyses of seed samples sent to Purdue Seed Laboratory from October, 1913, to October, 1914, furnish the following figures relative to seed of red sor-

rel as an impurity: 47 out of 69 samples of alsike clover, 37 out of 320 samples of red clover, 52 out of 166 samples of timothy, and about 50 per cent of the blue grass samples contained seed of red sorrel; 30 samples of alsike clover, 5 of red clover and 18 of timothy contained more than 1000 red sorrel seeds to the pound. One sample of alsike clover contained 94,050 red sorrel seeds to a pound of clover seed.—Purdue Exp. Sta., Bull. 197.

ADULTERATION WITH ADDED WATER was charged by the government in seizing three cars of oats shipped by the Marshall Hall & Waggoner Grain Co., of St. Louis, Mo. Analysis showed sulfur, and moisture of 14.1, 13.6 and 13.8 per cent. A fine of \$30 was imposed.

Colorado Seed Law Now in Effect.

The Twenty-first General Assembly of Colorado passed an act "to regulate the sale, the offering or exposing for sale and the importing of field and garden seed; to provide for the testing of such seeds; to make an appropriation for carrying out the provisions of this act; to provide a penalty for its violation, and to repeal all acts or parts of acts in conflict with this act." The administration of the Seed Act has been placed in the hands of the Seed Laboratory of the Colorado Agricultural Experiment Station. This laboratory has prepared a bulletin printing in full the content of the Seed Act, also explaining the labelling requirements, giving suggestions and directions for sending in samples for tests, and setting forth other matters of direct interest to those affected by the provisions of the act. A copy of this bulletin may be obtained free of charge by addressing a request to the Colorado Seed Laboratory Agricultural Experiment Station, Fort Collins.

The law provides that all field seed sold for seeding purposes shall have affixed to it a label containing the following information:

The common name;

The name and address of the person selling;

The approximate percentage of purity within 2 per cent;

The name and approximate number per pound of any noxious weed seed;

The percentage of germination in 10 per cent, together with the date of making germination test;

The location where seed was grown, unless marked "unknown."

The law applies to anyone offering seeds for sale and, therefore, does not exempt farmers, as is the case with existing laws in some other states.

The New Burbank Wheat.

The new variety of wheat which Luther Burbank has developed is a combination of one of the best Italian wheats and a popular Australian variety, the "Comeback." Mr. Burbank has worked for more than 10 years on the selection of this wheat, and it is claimed that on ordinary valley soil, without special cultivation, care or fertilizing, it produced this season at the rate of 49.88 bus. per acre, and that every plant and every kernel was uniform, the wheat having originally been grown from a single kernel.

The heads are long, smooth, white and well-filled, and it is said to resist rust well, and that the straw, though long, is rigid and is not subject to lodging. Like all other wheats grown in California, it is a winter wheat and will probably give the best results when grown as such in other sections of the country. It is also to be expected that seed introduced into a locality will thrive better after it becomes acclimated by one or two season's growth.

The photograph which is reproduced herewith shows the natural size of the heads. Mr. Burbank does not claim for this wheat that it will yield several times as much as other good varieties; but that in tests, when planted alongside of others, it has outclassed all of them to some extent, and that if generally planted it will increase the wheat yield.

Seed of the new variety is available for distribution in small quantities for experimental purposes, but there is not enough of it to permit of its being planted generally at this time.



The New Burbank Wheat.

Grain Trade News

ARKANSAS

Little Rock, Ark.—Matt Bush & Bro. has been granted a permit to build a cornmeal mill and warehouse, to cost \$8,000.

CANADA

Elgin, Man.—The elvtr. of the Western Canada Elvtr. Co. burned Sept. 22. Loss \$15,000. Three thousand bus. of wheat were saved.

Fort William, Ont.—The schedule of terminal elvtr. charges for the year ending Sept. 1, 1918, has been approved by the Board of Grain Supervisors.

Calgary, Alta.—H. R. Scott of the United Grain Growers, has left the organization and will enter the grain business for himself under the firm name of The H. R. Scott Grain Co.

Vancouver, B. C.—The Vancouver Grain Exchange has taken on new activity with the opening of the Vancouver route for Canadian wheat and considerable business is anticipated. Much optimism was displayed at the annual meeting, at which J. E. Hall was elected pres. and Charles E. Meek vice-pres.

Ft. William, Ont.—The Board of Grain Supervisors have fixed prices for rejected, smutty and no grade tough wheat, and they were posted Oct. 1. The prices govern from Oct. 1, 1917, to Aug. 31, 1918, are as follows: Rejected, No. 1 northern, \$2.11; No. 2 northern, \$2.08; No. 3 northern, \$2.03. Smutty, No. 1 northern, \$2.12; No. 2 northern, \$2.09; No. 3 northern, \$2.05. The prices on no grade tough will be in effect from Oct. 1, 1917, to April 30, 1918, and are as follows: No grade tough, No. 1 northern, \$2.15; No. 2 northern, \$2.12; No. 3 northern, \$2.07. These prices are basis in store public terminal elvtrs. Fort William and Port Arthur.

Calgary, Alta.—Mr. Justice McCarthy has handed down a judgment in the action of the Medicine Hat Wheat Co., Ltd., against the Morris Commission Co. of Winnipeg, finding in favor of the defendant company and dismissing the action with costs. The plaintiff's claim against the defendant was for the sum of \$15,535.12 with interest for grain sold and delivered to the defendant, or for goods received by them for sale as agents for plaintiffs and sold in their behalf.

Ft. William, Ont.—Workers in all the terminal elvtrs. in Ft. William and Port Arthur walked out on strike Oct. 1, leaving the waterfront at a standstill. Eighty to 85% of the men on strike were alien enemies, mostly Austrians and Galicians. They had been getting 35c per hour, and demanded 40c and recognition of their union. The elvtr. operators refused to accept the demands for the reason that acceptance would mean the retention of the Teutonic laborers, whereas nearly all of the jobs held by these men have been promised to Canadian soldiers when they return from the service. The situation, serious at its beginning, became almost calamitous as loaded cars accumulated in the yards and at stations west of this city, and the government was appealed to to end the strike. When offers of mediation failed, the government, on Oct. 8, took over the control and operation of the terminals for the period of the war and for 3 months thereafter.

WINNIPEG LETTER.

Winnipeg, Man.—The Farmers Club Grain Co. has been incorporated with a capital of \$100,000.

Winnipeg, Man.—E. J. Bawlf & Co. have bot the elvtr. of the Canadian Farmers Hay Exchange, the consideration being \$10,100.

Winnipeg, Man.—The Canada Atlantic Grain Co., Ltd., has been organized with a capital of \$100,000.

Winnipeg, Man.—Hallett & Carey are negotiating the purchase of a line of elvtrs. in the Goose Lake district, from Leech to Anderson.

Winnipeg, Man.—On Oct. 4 the members of the Grain Exchange presented Percy White a case of silver on the occasion of his marriage. W. R. Bawlf, pres. of the exchange, made the presentation.

Winnipeg, Man.—A meeting of important organizations was held in the Board of Trade rooms Oct. 5 and a resolution was passed asking that Premier Borden take drastic measures to stop the strike of laborers at terminal elvtrs.

Winnipeg, Man.—The N. Bawlf Grain Co., Ltd., has bot 5 elvtrs. from the Atlas Elvtr. Co. in the Yorktown district on the G. T. P., for \$40,000, and also 6 elvtrs. from the Imperial Elvtr. Co. on the C. P. R. in the same district, for \$42,000. This brings their line of elvtrs. up to 90.

Winnipeg, Man.—The sample market has been in operation here since Sept. 1, but very little sample trading has been done in view of the high standard of the crop and the setting of prices on all the grades of wheat by the board of grain supervisors for Canada. During the month 250 cars were specially sampled for the sample market.—J. T. Irving, ass't sec'y Grain Exchange.

Winnipeg, Man.—The following members of the Winnipeg Grain Exchange have been admitted to membership in the Board of Trade: A. R. J. McBean, F. J. Anderson, John Billings, R. F. Evans, C. C. Fields, Chas. Goldstein, H. D. Gooderham, J. H. Jakeway, E. James, Douglas Laird, N. L. Leach, F. W. Leistikow, Jas. S. Loudon, D. C. McLachlan, R. R. Michand, W. A. Murphy, H. D. McLaughlin, E. S. Parker, W. E. Reid, and Lee H. Wolvin.

Winnipeg, Man.—The following notice was issued Sept. 28 by the chief inspector, G. Serls, giving a new classification of mixed grains: Mixed Grain No. 1; this is to include all cars of wheat and oats mixed, with wheat predominating. Mixed Grain No. 2; to include all cars of oats and wheat mixed with oats predominating. Mixed Grain No. 3; to include all cars of wheat and barley mixed; wheat, oats and barley mixed; wheat, barley and oats mixed; barley and wheat mixed; barley, oats and wheat mixed; oats, barley and wheat mixed; barley and oats mixed; oats and barley mixed.

COLORADO

Byers, Colo.—The Burton Elvtr. is no longer operating.—X.

Olathe, Colo.—The 15,000-bu. elvtr. of the Montrose Mlg. Co. is now in operation.

Daily, Colo.—W. C. Bailey is building an elvtr. here for L. Spelts of Sterling.—C. Dressell.

Lamar, Colo.—J. S. Maxwell, formerly of Holly, is now employed by the Lamar Flour Mills.

Haxtum, Colo.—L. Spelts is building an elvtr. at this station. W. C. Bailey is doing the work.

Holyoke, Colo.—L. Spelts of Sterling is building an elvtr. here. W. C. Bailey is doing the work.—C. Dressell.

Fleming, Colo.—L. Spelts is building an elvtr. here, the work being under the direction of W. C. Bailey.—C. Dressell.

Amherst, Colo.—We are building a 20,000-bu. elvtr. Equipment includes Hall Special Leg, Richardson Automatic Scale and Howe wagon scale.—L. Spelts, by H. Lodyquist, agt.

Boulder, Colo.—The Longmont Farmers Co-operative Mlg. & Elvtr. Co. will soon let contract for a \$30,000 mill at this place.

Milliken, Colo.—The Farmers Union of Larimer and Weld counties is planning the purchase of the Royal Mlg. & Elvtr. Co.

Wiggins, Colo.—Work is being rushed on the new elvtrs. for the Denver Elvtr. Co. and the Farmers Co-operative Elvtr. Co.

Paola, Colo.—An elvtr. is being built at this station by L. Spelts of Sterling. W. C. Bailey is doing the work.—C. Dressell.

Holly, Colo.—The Holly-Isbell Bean Elvtr. Co. is building a 10,000-bu. elvtr. here. It is of cribbed construction, with iron siding, and will be operated by electric power. C. E. Fortney will be mgr.—The Holly Elvtr.

Longmont, Colo.—The Longmont Farmers Co-operative Mlg. & Elvtr. Co. will build a 100-bbl. mill. The building will be of reinforced concrete. To finance the project the company has increased its capitalization from \$30,000 to \$60,000.

IDAHO

Kendrick, Ida.—The new elvtr. and mill of the Kendrick Warehouse & Mlg. Co. is nearing completion.

Montpelier, Ida.—The Montpelier Mlg. Co. has completed a 23,000-bu. elvtr. and other improvements to its plant.

Nampa, Ida.—A. Ketchen has been employed by the Nampa Mlg. & Elvtr. Co. to take charge of its grain business at this place.

Oakley, Ida.—The Burley Mlg. Co.'s new elvtr., which was nearing completion, was damaged by fire recently and the upper part of the building will have to be rebuilt.

Rupert, Ida.—We have added 15 feet to the length of our warehouse, with frost proof storage underneath. This is the only grain construction here.—Rupert Seed & Mlg. Co.

Weiser, Ida.—The Colorado Mlg. & Elvtr. Co. has made this point district headquarters for the territory which is tributary to it, with Fred Burton, who has been with the company at Eaton, Colo., as district mgr.

ILLINOIS

Wapella, Ill.—A new elvtr. is being built by D. Wood and others.

Benson, Ill.—J. E. Eckhart is making improvements in his elvtr.

Claytonville, Ill.—Beebe & Rose have succeeded Beebe, Rose & Ranz.

Butler, Ill.—C. O. Ward is promoting the organization of a farmers elvtr. company.

Tucker, Ill.—The elvtr. of the Farmers Elvtr. Co., of Manteno, is nearly completed.

Patoka, Ill.—I sold my grain business Aug. 1 to H. R. Hall, Inc.—Chas. E. Blankenship.

Prairie City, Ill.—An elvtr. is being built here by Bader & Co.—Geo. L. Long, Bushnell, Ill.

Broadlands, Ill.—Harry Allen is rebuilding his elvtr., the Decatur Const. Co. doing the work.

Kansas, Ill.—An addition is being built to the elvtr. of Bartlett, Kuhn & Co. F. B. Owens is agt.

Macomb, Ill.—R. H. Rexroat is taking down his elvtr. to make room for a new C. B. & Q. switch.

Ellsworth, Ill.—Mr. Bartscht has moved here from Shelbyville and will engage in the handling of grain.

Virden, Ill.—We are installing a 45-h. p. oil engine in our elvtr.—Virden Grain Co., by J. M. Bradway, mgr.

Peoria, Ill.—Our elvtr. has not been completed, but is now in course of construction.—American Mlg. Co.

Barrow, Ill.—I. L. Lemmon has sold his interest in the Elmore & Lemmon elvtr. to his partner, Mr. Elmore.

Bement, Ill.—William B. Fleming, mgr. of the Bement Grain Co., is to be married soon to Miss Anna Dillon.

Fairmont, Ill.—A. W. Cast & Sons have succeeded O. C. Benson in the grain and feed business at this station.

Dawson, Ill.—E. B. Conover is building a 25,000-bu. ear corn elvtr. The Decatur Const. Co. has the contract.

Bell, Ill.—The Decatur Const. Co. is building an up-to-date 25,000-bu. ear corn elvtr. for Holmes & Maurer.

Manchester, Ill.—The interests of I. L. Lemmon in the Elmore & Lemmon elvtr. have been bot by Mr. Elmore.

Galesburg, Ill.—The 25,000-bu. brick and concrete elvtr. of the Consumers Fuel & Feed Co. has been completed.

Stronghurst, Ill.—J. M. Anderson, formerly of Chicago, is now mgr. of the Stronghurst Grain & Mdse. Co.

Bushnell, Ill.—I have sold my elvtr., known as the Cole elvtr., to A. B. Curtis of Prairie City.—Geo. L. Long.

Tonica, Ill.—A concrete retaining wall for the driveway is being built by the American Grain Co. at its elvtr.

Jacksonville, Ill.—The Jacksonville Grain & Commission Co. has increased its capital stock from \$10,000 to \$15,000.

Roodhouse, Ill.—Mr. Elmore has bot the interests of I. L. Lemmon in the Elmore & Lemmon elvtr. at this station.

Johnson, Ill.—Holmes & Maurer is building a 25,000-bu. ear corn elvtr. here. The Decatur Const. Co. has the contract.

Lawndale, Ill.—A 35,000-bu. ear corn elvtr. is being built by Holmes & Maurer. The Decatur Const. Co. has the contract.

Lake Fork, Ill.—F. W. Zelle is rebuilding his elvtr. and erecting new corn cribs. The Decatur Const. Co. has the contract.

Greenfield, Ill.—A movement is under way to organize a farmers elvtr. company at this place with a capital stock of \$10,000.

Cisco, Ill.—A 25,000-bu. modern ear corn elvtr. is being built by the Farmers Elvtr. Co. The Decatur Const. Co. has the contract.

Chatton sta. (La Prairie p. o.), Ill.—The recently incorporated Farmers Co-Operative Elvtr. Co. will erect a 50,000-bu. elvtr.

Cairo, Ill.—The Samuel Hastings Co. has installed a new shuck shredder for preparing corn husks for use in manufacturing mattresses.

Galesburg, Ill.—I am now mgr. here for Simons, Day & Co. I was formerly solicitor for W. H. Perrine & Co.—W. G. Daugherty.

Glenarm, Ill.—The Glenarm Grain Co. incorporated; capital stock, \$8,000; incorporators, J. H. White, Byron Barhee and E. M. Catee.

Clinton, Ill.—The Farmers Grain & Mercantile Co. incorporated; capital stock, \$10,000; incorporators, James M. Jeffrey, M. D. Burns and R. B. Mayall.

Hillview, Ill.—We are building an elvtr. here to be called the Community Elvtr. It will be in operation about Dec. 1.—The Hartwell Ranch, by Emil Schram, Jr., Mgr.

Farmersville, Ill.—The Farmersville Grain Co. of Farmersville, incorporated; capital stock, \$30,000; incorporators, Chas. H. Nobbe, John E. Wheaton and John Stelter.

Blandinsville, Ill.—I have sold my elvtr. to the Blandinsville Farmers Elvtr. Co., and will retire from the grain business after 28 years of continuous service.—H. E. Robertts.

Redmon, Ill.—A fire in the cob house of the elvtr. of Price & Cooley recently threatened the entire plant, but it was extinguished before it reached the elvtr. itself. The cob house was built against the boiler room, and the brick became so hot that the cobs were fired. The damage was slight.

Middletown, Ill.—H. A. Binns is having his office, scales and cribs repaired preparatory to re-entering the grain business after having been out of business for several years.

Fancy Prairie, Ill.—The new elvtr. which is being built here by John Peters, of Mason City, is nearing completion. This will give this station a total of 3 houses with combined capacity of 34,000 bus.

Hayes, Ill.—The American Grain Co. is building a 25,000-bu. elvtr. Equipment will include sheller, cleaner, 2 legs, 2 dumps, and electric motors. The work is being done by the Decatur Const. Co.

Rosemond, Ill.—H. H. Moxley will rebuild the elvtr., which he has been operating under lease from J. H. Brown, and which burned recently. The new plant will be up-to-date in every respect.

East St. Louis, Ill.—John D. Edmonson has been appointed chief grain inspector, to succeed John F. Sullivan, who resigned. Mr. Sullivan will establish a private grain inspection buro for the purpose of furnishing service to millers and grain men.

Meredosia, Ill.—Thieves entered the office of the Farmers Grain Co. recently and stole about \$30 after blowing open the safe. A hardware store was also broken into, and the thieves made their escape on a hand car belonging to the Wabash railroad.

Virden, Ill.—L. C. Canham is building a 20,000-bu. elvtr., complete with sheller, cleaner, 2 legs, and 2 dumps. Equipment will include an oil engine and type registering wagon scale. Concrete foundations are waterproofed. The Decatur Const. Co. has the contract.

Pesotum, Ill.—J. T. Riemke will rebuild his elvtr., taking down the north half and replacing it with a new structure and remodeling the south half. New machinery will be added thruout, with the exception of the engine. The improvements will cost about \$7,500.

Sidney, Ill.—F. R. Best, formerly mgr. of the Sidney Grain Co., was found guilty of embezzlement on one indictment in the circuit court recently. He was charged with failure to account for all of the money which came into his hands while mgr. of the Sidney Grain Co., and there remain 3 indictments on which he is yet to be tried.

East St. Louis, Ill.—The 5-story frame elvtr. of the Acme Elvtr. Co. burned during the afternoon of Oct. 6. Loss, \$200,000. The fire was discovered by Dan Brown, a negro watchman, the elvtr. having been closed at noon. He told the police that when he discovered the fire it was burning in several places at the same time, and the fire is believed to have been of incendiary origin.

East St. Louis, Ill.—A hearing was held recently on the misgrading of a quantity of corn shipped from East St. Louis to Louisville, and on the revoking of the federal licence of an inspector at East St. Louis. Geo. Livingston of the Office of Markets conducted the hearing, and was assisted by A. W. Herger of the solicitor's office, and the following supervisors: E. G. Boerner, Washington; C. B. Barron, Kansas City; O. F. Phillips, Cincinnati; and Mr. Taylor, Louisville, who had reviewed the samples.

Forest City, Ill.—Floyd Beal, a workman on the new elvtr. of the Forest City Grain Co., was seriously injured Oct. 1 when he attempted to climb a rope "hand over hand" from the bottom of one of the concrete tanks. He descended into the bin in that manner safely, but when he was about 50 feet from the bottom as he was making the return trip he became exhausted, and before other workmen who heard his cries could reach him he fell. His leg was badly crushed, but the surgeons believe that he will recover, and that the limb may be saved.

CHICAGO NOTES.

Albert Erickson, for several years chief state grain registrar, died recently.

The directors of the Board of Trade have been requested to rule on the probability of a buyer of December corn getting the grain delivered to him.

A model of the proposed new Board of Trade building has been set up in one of the pits; and in one corner of the floor are large plans of the interior hall and different floors.

Fire from an undetermined cause in the Northwestern Malt & Grain Co.'s elvtr. on Oct. 4 resulted in damage estimated at about \$5,000. The blaze started on the top floor of the building.

Wheat of low grades bot by the Grain Corporation is going into private elvtrs. at the regular storage rate, as the public elvtrs. are forbidden by the Illinois law to clean and mix wheat.

The Paul Klopstock Co. of New York, importers and exporters of barley, malt, etc., has opened offices in the Webster Bldg. with O. G. Blair, formerly sec'y of the Minneapolis Malt & Grain Co., in charge.

A roll of honor of those identified with the Board of Trade who are in the army or navy will be posted on the floor. Members of the Board have been requested to send in the names of other members, sons and employees who have enlisted.

To select a secretary the following com'te of Board members has been named: Adolph Kempner, J. J. Stream, J. J. Bagley, W. H. Perrine and H. H. Newell. Their choice will come before the directors for approval. Among those favorably mentioned for the position is Hiram N. Sager.

H. S. Klein, formerly in the Milwaukee office of the Taylor & Bournique Co. is now located in this city with offices in the Postal Bldg., and will have charge of the business in Indiana, Ohio and Southern territory for the Taylor & Bournique Co. In the past this territory has been handled from Milwaukee.

A petition has been handed to the directors requesting that the maximum commission rates on wheat, corn, rye and barley on consignment be fixed at 1½c per bu. and on to arrive trades a maximum of 1½c to non-members and 1½c to members be established. The request was unanimously denied.

The firm of Knight & McDougal, with offices in this city, New York and Baltimore, was dissolved Sept. 30 by mutual consent. Robert McDougal has retired from business life, and in future the business will be carried on under the name of Knight & Co., William Knight and F. H. Teller being the present members of the firm.

A com'te was appointed to solicit subscriptions to the second Liberty Loan among members of the Board of Trade. H. J. Patten was named chairman, the other members being, A. V. Booth, A. F. Lindley, J. E. Bennett, J. A. Bunnell, J. B. Carter, A. W. Cutten, W. H. Eckhardt, Lowell Hoyt, J. M. McClean, J. F. Mackenzie, W. L. Gregson, D. H. Harris, E. A. James and James Norris.

A. H. Lamborn and C. R. Shackleton have applied for membership in the Board of Trade. John H. Hall, Sherman J. Brown, F. H. Teller, J. J. Fennelly, Wm. H. Holmes and Joseph P. Kelso have been admitted to membership, and the memberships of B. E. Saveland, F. A. Mosher, the estate of J. C. F. Merrill, O. C. Wetmore, John H. Elker and Thos. Fay have been posted for transfer. Memberships are selling at \$5,000 net to buyer.

Local commission men have protested against the action of concerns in other markets in sending letters to shippers, telling them that they must ship their wheat to a market within the particular zone in which they are located. Shippers in some localities can ship their grain to Chicago more conveniently and economically than to markets in their own zone, and since there is nothing in the Food Control law or the regulations to prohibit

them from doing so the Chicago commission men are opposing the effort to mislead.

INDIANA

Aboite, Ind.—The McMillan Co., of Ft. Wayne, is operating an elvtr. here.

Evansville, Ind.—It is understood that a company composed of southern men will build a 3,000,000 bu. elvtr. next spring.

Montpelier, Ind.—The Studebaker Grain Co., of Goshen, Ind., has bought the elvtr. of the Walker Grain Co. J. E. Tewksbury will be mgr.

Shelbyville, Ind.—We are installing electric motors in our elvtr. and will take out the steam plant which has been in use.—Shelby Grain Co.

Middlebury, Ind.—We installed a 10-h. p. motor in our elvtr. and built a warehouse during the summer.—Middlebury Grain Co., by C. F. Troyer, mgr.

Evansville, Ind.—The Miller Hay & Grain Co. incorporated; Capital \$10,000; Directors, Arthur C. Miller, George F. Miller and Anna E. Miller.

Mishawaka, Ind.—Homer Myers, mgr. of the Morgan & Burrell elvtr., died Sept. 20 as the result of injuries sustained when he was struck by a trolley car.

Hobbs, Ind.—I have completed a new cement block office, and have installed a new dump and new elvtr. leg in my plant. A new wagon scale has also been added.—C. O. Jessup.

Bloomington, Ind.—Our corporation was dissolved on account of all stock being acquired by the pres. and his two sons. There is no change in management or ownership and the business will be conducted as before.—Blomington Mlg. Co.

Ft. Wayne, Ind.—This company was incorporated in July and has taken over the business of J. W. McMillen & Son. We are operating a transfer elvtr. here and elvtrs. at stations in Indiana and Ohio. D. W. McMillen is pres. and general mgr.—The McMillen Co.

Indianapolis, Ind.—Three men have been arrested, charged with stealing grain from cars in the railroad yards. The men are believed to have carried on a business of pilfering grain in this manner, and the police hope to be able to break up the gang which appears to be engaged in this work.

Wakarusa, Ind.—N. L. Loyer, senior partner in the Wakarusa Mlg. Co., died Sept. 21. Mr. Loyer started in the grain business in 1897 and was actively engaged in it up to the time of his death. The business will continue, with his two sons, H. W. and H. A. Loyer in charge.—Wakarusa Mlg. Co., by H. W. Loyer.

Dyer, Ind.—Leonard Kielman, a grain dealer who began buying and shipping grain in 1860 died recently. He was a native of Germany, and the family came to America when Mr. Kielman was but 7 years old. He had been actively engaged in business until about 8 months ago, when failing health forced him to remain away from his office.

IOWA

Keota, Ia.—J. W. Harding has sold his elvtr. to Walter L. Fagen.

Enterprise, Ia.—The elvtr. of C. M. Nutter & Co. is now in operation.

Dexter, Ia.—B. C. Hemphill has recently completed an addition to his elvtr.

Raleigh, Ia.—The Raleigh Grain Co. has purchased the elvtr. of E. W. Oats & Co.

Ogden, Ia.—The Farmers Co-operative Elvtr. Co. plans to buy the elvtr. of Henry Klippel.

Whiting, Ia.—I am now mgr. of the Whiting Farmers Co-operative Elvtr. Co.—L. B. Long.

Westfield, Ia.—H. F. Foley, agt. for the McCaull-Webster Elvtr. Co., has removed to Arthur, Ia.

Carson, Ia.—The 20,000-bu. elvtr. which I will build will have no cleaning machinery.—J. H. Port.

Neola, Ia.—The Dawson Grain Co. of Omaha has succeeded the Cavers Elvtr. Co. at this station.

Oakville, Ia.—The Strawbacker Elvtr. Co. has succeeded the Davenport Elvtr. Co. at this station.

Underwood, Ia.—The Dawson Grain Co. of Omaha has succeeded the Cavers Elvtr. Co. at this station.

Thor, Ia.—Bowles-Billings & Kessler Grain Co. of Algona have bot the elvtr. of Larson & Nelson.

Boone, Ia.—The Farmers Co-operative Ass'n has been organized at this place. G. K. Williams is pres.

Spirit Lake, Ia.—B. B. Anderson & Sons will build 1 storage tank of 12,000 bus. capacity.—W. E. Becker.

Whiting, Ia.—Cassaday & Son have material on the ground at their farm for the erection of a 20,000-bu. elvtr.

Ticonic, Ia.—The Sioux Grain Co., of which C. M. Miller is sec'y-treas., is building an addition to its plant here.

Owassa, Ia.—In addition to painting our elvtr. we are building a double corn crib.—R. Welsh, mgr., Farmers Elvtr. Co.

Rock Rapids, Ia.—The elvtr. owned by A. C. Allen, of Sioux Falls, S. D., was sold at auction recently to J. F. Fields for \$320.

Anderson, Ia.—Geo. Van Buskirk has bot the elvtr. formerly operated by T. W. Hutchinson and possession has been given.

Laurel, Ia.—A new grain and coal company has been organized here with R. J. McCarty as mgr. An elvtr. is being built.

Boyd, Ia.—The Merchants Elvtr. Co. was purchased by the Quaker Oats Co. I am agent for that company.—J. C. Pryde.

Cylinder, Ia.—The Hubbard Co. recently finished the erection of an elvtr. and it is now in operation. F. H. O'Halloran is the agt.

Remsen, Ia.—The Plymouth Milling Co. is erecting a new elvtr. to replace the Peavey elvtr. which was taken down recently.

Peterson, Ia.—The Farmers Elvtr. & Supply Co. has let contract for the remodeling of its elvtr. New machinery will be installed.

Henderson, Ia.—W. H. Harbor is building a new brick office building, and in connection with it will be a warehouse for feed and seeds.

Granite, Ia.—The Farmers Mutual Elvtr. Co. bot the elvtr. of M. E. Silvins. H. E. Peay is mgr.—C. H. Riley, mgr., Moreland & Shuttlesworth.

Batavia, Ia.—Mr. Koons has retired from the grain firm of Koons, Walker & Peebler and the business will be conducted by Walker & Peebler.

Britt, Ia.—J. A. Carton, formerly engaged in the grain business at Ackley, Ia., as a member of the firm of Lusch & Carton, died recently.

Popejoy, Ia.—The elvtr. of the recently organized Independent Elvtr. Co. is nearing completion. It is constructed of brick, and is circular in shape.

Moorland, Ia.—Work on the new elvtr. which is being built here is nearly completed and it is expected that it will be opened for business soon.

Osgood, Ia.—The 30,000-bu. reinforced concrete elvtr. of Stockdale & Maack has been completed by the contractor, the Burrell Eng. & Const. Co.

Emmetsburg, Ia.—Work is progressing on the elvtr. of the Quaker Oats Co., for which contract was recently let to the Burrell Eng. & Const. Co.

Keokuk, Ia.—The O. A. Talbott Elvtr. Co. will build a sea wall 110 feet long on the river side of its plant, with wings running back to the high ground. The wall will be 10 feet high on the lower side and will be constructed of reinforced concrete. A fence will also be built around the plant.

West Branch, Ia.—Jos. Schonborn, formerly of Centerdale, has moved to this place, and will operate the elvtrs. at both Centerdale and West Branch from here.

Perkins, Ia.—We have completed the remodeling of the elvtr. at this place which we purchased from the Cargill Grain Co.—Farmers Co-operative Ass'n, of Hull, Ia.

Cylinder, Ia.—The Younglove Const. Co. of Sioux City is building an elvtr. here for a farmers organization. It will cost about \$10,000 and have a capacity of 35,000 bus.

Thor, Ia.—C. C. Schulte, who has been in charge of the Bowles-Billings & Kessler Grain Co. at Neils, has been transferred to the company's station at this place.

Clemons, Ia.—The recently organized Farmers Co-operative Co. is building an office, elvtr., sheds and warehouses. J. H. Packer is pres. and a mgr. has not been chosen.

Fairmount, Ia.—The recently organized Farmers Elvtr. Co. took possession Sept. 27 of the elvtr. which it bot from Lewis & Livingston. V. G. Jennings is mgr.—E. C. King.

Story City, Ia.—We contemplate building a corn crib adjoining our elvtr. It is to be 18x24 feet, 32 feet high. A sheller, operated by an electric motor, will be installed.—Burke & Stephenson.

Chatsworth, Ia.—Bert L. Cox, formerly agt. for the Hunting Elvtr. Co., has been succeeded by Mr. Walker, of Hudson. Mr. Cox is now employed by Angle & Falde in the elvtr. of the Farmers Grain Co.

Geneva, Ia.—On Sept. 1 the Geneva Elvtr. Co. amended its articles of incorporation, the name being changed to the Farmers Elvtr. Co. D. H. Reid is pres. and E. A. Hicks, sec'y of the new company.

Nashua, Ia.—A. H. Nafus & Son have sold their elvtr. to the Nashua Equity Co-operative Ass'n, and possession was given Oct. 1. Frank Hoppner, who has been with Nafus & Son for several years, will be retained as mgr.

Shenandoah, Ia.—The elvtr. of William McMahon is being moved to a new location. The building is one of the old landmarks of the city, and it is said that this move has been contemplated for 30 years, but is just now being executed.

Dedham, Ia.—John Aldrich, an employee in the elvtr. of the B. H. Shute Co., was injured recently when his arm was caught in the elvtr. leg. The flesh was torn from his arm between the wrist and elbow, the bone itself being bared for almost 4 inches.

Emmetsburg, Ia.—Work has been started on the new reinforced concrete elvtr. for the Quaker Oats Co. The building will have 4 tanks, each 16 feet in diameter and 75 feet high, and there will be 5 interstices bins. It will be equipped with the most up-to-date machinery. The Burrell Engineering & Construction Co. has the contract.



Bill your next Car of Grain
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HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

Jewell, Ia.—E. A. Tongate has resigned as mgr. for the Jewell Farmers Elvtr. Co. and will be employed as traveling solicitor by the Flanley Grain Co., of Milwaukee, Wis. He will be succeeded here by Gerhard Larson, who has been employed at the elvtr. as helper.

Thurston, Ia.—This company, which was recently incorporated with capital stock of \$30,000, was organized May 1. It had been in business for 5 years as a part of the Farmers Grain Co., of Omaha, and is now operating independently with Joseph Pipal as pres. and Ed. Zvacek sec'y.—Farmers Grain Co., by Elmer Servine, mgr.

Sexton, Ia.—John Bird, a grain dealer of this place, was injured recently when his clothing caught in a shaft as he started to climb a ladder after having done some oiling in the pit. He held to the ladder with such firmness that he stopped the engine, thus saving his life. His hands were badly cut by the strain of holding on to the ladder rung and he was pulled against the shaft with such pressure that he was injured internally.

KANSAS

Centralia, Kan.—I am now mgr. of the Farmers Union Elvtr. Co.—O. Hanson.

Rossville, Kan.—The Golden Belt Elvtr. Co., Topeka, Kan., has leased the elvtr. of William Bolan.

Mulvane, Kan.—The Larabee Flour Mills Corporation has leased the elvtr. of Shoop & Throckmorton.

Charlet, (no p. o.), Kan.—David Gibson has bot the elvtr. of the Kansas Flour Mills Co.—C. S. Laird.

Lewis, Kan.—The Kansas Grain Co. elvtr. has been bot by the Kansas Flour Mills Co.—B. J. Allen.

Healey, Kan.—The Healy Co-operative Elvtr. Co. has increased its capital stock from \$10,000 to \$25,000.

St. John, Kan.—Tudor & Co. have installed an electric motor in their elvtr., replacing a gas engine.

Rolla, Kan.—The H. B. Wheaton Grain Co. will build an elvtr. at this station. The White Star Co. has the contract.

Saxman, Kan.—Eldridge Leonard of the E. S. Leonard Grain Co. is interested in a company which is building a 350-bbl. mill.

Hazelton, Kan.—The Murphy Grain Co. has sold its elvtr. to the Bowersock Mlg. Co.—W. R. Williams, mgr., Vance Grain Co.

Belpre, Kan.—The Kansas Grain Co. has sold its elvtr. to the Kansas Flour Mills Co. The house is closed at present.—C. S. Laird.

Salina, Kan.—We are letting Uncle Sam take care of our end of the grain business and have taken up another line.—M. P. Thielen.

Troy, Kan.—Chas. Triplett and B. F. Whittaker have bot the elvtr. which Foster Kent recently purchased from Geo. Kincaid.

Antelope, Kan.—Thos. W. Reed is agt. for the Larabee Flour Mills Corporation, which is operating the elvtr. recently taken over.

Hazelton, Kan.—J. W. Grimm has purchased an interest in the elvtr. recently owned by Mr. Jones and the firm name is now Grimm & Murphy.

Hays City, Kan.—Otto Knoche, until recently with the Hays City Mlg. & Elvtr. Co., has been transferred to Caldwell, Ida., as mgr. of one of the Mullen Co.'s elvtrs.

Hutchinson, Kan.—The Larabee Flour Mills Co. has been incorporated by F. L. Larabee, and J. J. Bulte of Hutchinson, and T. J. Holdredge of Wichita. Capital stock, \$3,000,000.

Severance, Kan.—The Aunt Jemima Mills Co., of St. Joseph, Mo., has bot the elvtr. of the Severance Grain Co. from G. W. Helm. The business will continue to be conducted under the old name.—George Schwartz, formerly at Denton.

North Topeka, Kan.—It is reported that \$50,000 will be spent in additions to the plant of the Forbes Mlg. Co. Grinding capacity will be increased, and the storage will be enlarged several thousand bus.

Healy, Kan.—We operate a 12,000-bu. elvtr. and a hardware and lumber business. G. S. Biggs is pres., and C. M. Jenkinson sec'y of the company.—Healy Co-operative Elvtr. Co., by R. O. Preusch, mgr.

Sylvia, Kan.—The Sylvia Mlg. Co. has been re-incorporated. The company will re-open offices at Hutchinson in the Rora-baugh-Wiley Bldg., with J. B. McClure, pres. of the Kansas Grain Dealers Ass'n, as sales mgr. John Stephans will be in charge of the mill.

Atchison, Kan.—It is understood that the plant long operated by the Cain Mill Co. has been leased to a company controlled by Bresky Bros., of Boston, Mass., and that it will be placed in operation with A. S. Jacobson, recently with the Abilene Flour Mills Co., as mgr.

Yates Center, Kan.—This company is a co-partnership composed of L. N. Miller and H. J. Neilson, both active in its management. We operate an elvtr. on the Mo. P., having storage capacity of 15,000 bus. and a warehouse for 8,000 bags of feed.—Woodson County Grain Co.

Centralia, Kan.—We have leased the Fisher elvtr. on the Mo. P. and will operate it. Capacity is 8,000 bus., and equipment includes Howe Hopper Scale, Western Sheller and car loader. Power is furnished by electric motor.—Karnowski & Meyer, by H. A. Meyer, mgr.

Yates Center, Kan.—A. E. Weide has sold his interest in the Harder-Weide Hay & Grain Co. to G. E. Bowen of the Yates Center State Bank. The business will be conducted under the firm name of Harder & Bowen Hay & Grain Co. It is understood that Mr. Weide will continue in the wholesale hay and grain business.

Belle Plaine, Kan.—The New Era Mlg. Co.'s new elvtr. will be completed in about 2 weeks. Elvtr., office, engine room and warehouse all under one roof. It is of reinforced concrete, and capacity will be about 11,000 bus., with warehouse room for 2 cars flour and feed. Will be operated by a gas engine, and equipment includes 1 elvtr. leg, dump scale, and 1,000-bu. Richardson Automatic scale. No agent in charge as yet.—O. T. Reece.

Schulte, Kan.—We were compelled to reject all bids on first set of plans for our proposed 15,000-bu. reinforced concrete elvtr. account prohibitive cost of material. The contractors who submitted bids are now preparing individual plans, eliminating as much reinforcing as practicable and yet secure a safe house. If they succeed in making a set of plans that is accepted contract will be let in next 10 days; otherwise it will probably be carried over until spring.—Farmers Grain & Supply Co., by K. C. Parkhurst, sec'y.

WICHITA LETTER.

The W. L. Scott & Sons Grain Co. is out of business.

Charles Smith has been admitted to membership in the board of trade.

We expect to close our office here.—Bossemeyer Bros. Grain Co., by E. M. Gander.

The 1,250,000-bu. reinforced concrete elvtr. of the Wichita Terminal Elvtr. Co. is nearing completion.

Edward Beyer, vice-pres. of the Kemper Grain Co., has been appointed by the Food Administration Grain Corporation to regulate the distribution of grain from country points to mills in the states of Kansas, Oklahoma, Colorado and Utah. He will have offices in Kansas City. His brother, J. H. Beyer, takes his place with the Kemper Grain Co.

KENTUCKY

Franklin, Ky.—E. B. Fitzpatrick has resigned as mgr. of the Franklin Elvtr. & Warehouse Co., and he has been succeeded by John Hunt.

Louisville, Ky.—The Louisville Public Elvtr. Co. has made application for a permit to reconstruct the tanks and working house which were burned last Feb.

LOUISIANA

New Orleans, La.—The marriage of James Thomas of the firm of James Thomas & Co., grain brokers, to Miss Rosalie Segari was announced on Sept. 29.

New Orleans, La.—Ed Keiser, federal grain supervisor here, has been placed in charge of the Memphis office. E. H. Linzee, a former Oklahoma grain inspector, will succeed him here.

MARYLAND

BALTIMORE LETTER.

Baltimore, Md.—A com'te consisting of C. P. Blackburn, Egil Steen and J. Barry Mahool has been appointed to place a value on No. 5 and sample grade wheat. The com'te will meet daily at noon to consider appeals.

H. L. Thomas, J. H. Reigle, and A. L. Cummings have been admitted to membership in the Chamber of Commerce and the memberships of C. B. Watkins, J. H. Reese, V. H. Brun and R. H. Lyell have been transferred.

MICHIGAN

Howard City, Mich.—Frank Rushmore is now mgr. of the Howard City Grain Co.

McBain, Mich.—The McBain Grain Co. is building a cement block office building.

Alma, Mich.—The Alma Elvtr. Co. has increased its capital stock from \$10,000 to \$25,000 and is building a 30,000-bu. elvtr.

Fillon, Mich.—The Wallace Grain Co. has sold its elvtr. to the Bad Axe Grain Co., of Bad Axe.

Snover, Mich.—The Snover Grain Co. is having a concrete foundation placed under its warehouse.

Kinde, Mich.—The Bad Axe Grain Co., of Bad Axe, has purchased the Wallace Grain Co.'s elvtr.

Morrice, Mich.—A 35-h. p. electric motor is being installed in the elvtr. of the Morrice Grain & Bean Co.

Clare, Mich.—Chatterton & Son, of Mt. Pleasant, have bot the elvtr. of J. D. McClaren & Co. and will overhaul it.

Sault Ste. Marie, Mich.—The Hewitt Grain & Provision Co., of Escanaba, has opened a branch here with Frank Flood in charge.

Fountain, Mich.—W. W. Boughner is building an addition to his bean elvtr., which will increase the storage capacity 2,500 bus.

Lenox, Mich.—E. H. Rowley, sec'y of the Farmers Elvtr. Co. is now located in his new office in the addition recently added to the elvtr.

Grand Blanc, Mich.—J. Crapser has sold his grain business to the Grand Blanc Co-operative Elvtr. Co., of which I am mgr.—D. A. Byrne.

Durand, Mich.—The Durand Farmers Elvtr. Co. incorporated; capital stock \$20,000; incorporators, Ephram Judson, E. C. Roberts and C. E. Ackerman.

Belleville, Mich.—We have repaired our elvtr., have installed a Midget Marvel mill, and are now putting in rolls to grind buckwheat and rye.—Belleville Mlg. Co.

Detroit, Mich.—The Union Depot Elvtr. Co. gave notice of the following increased schedule of rates, effective Sept. 20: Elevation, including 10 days free storage, ¼c per bu.; storage, after 10-day free period, ¼c per bu.; direct transfer, ½c per bu.

Frankfort, Mich.—The Pere Marquette R. R. elvtr. here has been razed and the material moved to Toledo, O., where it will be used in the construction of a new elvtr.

Harrisville, Mich.—I have bot the business heretofore operated under the corporate name of F. G. Johnson & Co. In future it will be conducted under my name.—C. B. Pyle.

Mount Morris, Mich.—The Mount Morris Co-operative Elvtr. Co. has opened the elvtr. which it recently purchased. Seth V. Johnson is pres. and I. N. Beach mgr. of the company.

Albion, Mich.—The elvtr. which the Albion Farmers Elvtr. Co. recently bot has been moved to a new location, and is practically ready for use. James A. Richards is pres. of the company and A. W. Walls, Mgr.

The upper peninsula of Michigan has been transferred from the Buffalo zone to the Chicago zone for purposes of control by the Food Administration Grain Corp., and the lower peninsula of the state has been transferred from the Buffalo zone to the Philadelphia zone.

Holly, Mich.—The Holly Co-operative Produce Co. has been organized. An offer has been made by McLaughlin Bros. to sell the new company its elvtr., and if this is not accepted the company plans to build a new plant. James S. Mitchell is active in the organization of the company.

Belding, Mich.—A partnership, composed of Alexander Robertson and John Mead, of Orleans, and myself, has bot the Purdy elvtr. It is fully equipped for handling grain and beans, and has 5,000 to 8,000 bus. capacity with warehouse in connection. I will manage the business.—J. H. Maloney.

MINNESOTA

Flensburg, Minn.—A new elvtr. is definitely assured for this place.

Richville, Minn.—The Atlantic Elvtr. Co. is building an addition to its elvtr.

Almora, Minn.—The Atlantic Elvtr. Co. has built a new coal shed at its plant.

Stewart, Minn.—The Farmers Co-operative Elvtr. Co. is building an addition to its elvtr.

Atwater, Minn.—The elvtr. of the Farmers Co-operative Elvtr. Co. will be completed by Oct. 15.

Albany, Minn.—The Peter Kraker elvtr. has been opened with William Schindler in charge as mgr.

Lakeland, Minn.—The elvtr. of R. E. Jones & Co. will soon be reopened. An agt. has not been chosen.

Eyota, Minn.—The Eyota Co-operative Co. has bot the Russell elvtr. H. H. Thiede is mgr. of the company.

Dawson, Minn.—The Equity Co-operative Elvtr. Co. has begun business with John Starbeck in charge as mgr.

Atwater, Minn.—Marcus Johnson is pres., Peter Larson sec'y-treas., and S. A. Peterson is mgr. of this Company.—Atwater Mlg. Co.

Le Sueur, Minn.—The former Smith & Wilson mill has been sold to a farmers organization, and a grain and milling business will be conducted.

Eden Valley, Minn.—The Osborne-McMillan Elvtr. Co. is building a warehouse for flour. John Werdin is mgr. for the company.—Farmers Elvtr. Co.

Pettis sta. (Gilbert p. o.), Minn.—Hubbard & Palmer of Mankato have rented the elvtr. at this station and it is now open for business with W. O. Shuey in charge.

Little Falls, Minn.—The Little Falls Mlg. Co. incorporated; capital stock \$100,000; incorporators H. H. and L. V. Tanner of Little Falls and L. R. Tanner of Brainerd.

Twin Valley, Minn.—I have sold my elvtr. to the Twin Valley Grain Co., of which F. O. Klinger is mgr. I will retain my flour, feed and seed business.—M. A. Heiberg.

Brown Valley, Minn.—The Baldwin Elvtr. Co. has rebuilt the mill at this station, making it into an elvtr., and the company now handles all kinds of grain.—C. Aldrich.

Sanborn, Minn.—H. F. Peters has resigned as mgr. of the Farmers Co-operative Elvtr. Co. and Wm. Woehrman, who has been agt. for the Atlas Elvtr. Co. for the past year, will succeed him.

Duluth, Minn.—The Minnesota grain inspection dep't has adopted the following schedule of fees for inspection and weighing, effective Oct. 1: Inspection; flax and corn, \$1 per car or part thereof; all other grains, 75c per car or part thereof. Weighing: all grains, 75c per car. The former inspection charge was 50c per car for all grains, and for weighing the fee was 25c per car.

MINNEAPOLIS LETTER.

C. B. Sawyer, formerly with D. R. Wagner & Co., is now traveling in the Northwest for Stair-Christensen & Tlmerman.

Joseph P. Kelso, of the Wernli-Anderson Co., has removed to Chicago, where he has purchased a membership in the Board of Trade and will be connected with the Thomson-McKinnon Co.

The price fixing com'te for deciding discounts on low grade wheat consists of Harry Staddon of the Northwestern Consolidated Mlg. Co.; Griff Morris, of the Electric Steel Elvtr. Co.; and A. F. Owens, of the Cargill Commission Co.

The Minnesota Grain Co. has gone out of the cash grain business and will give its attention to futures entirely. Harry Putman, who managed the cash trade, will be with the Bartlett, Frazier Co., who takes over that end of the business.

Reports have been received from France stating that Geo. Reed, formerly with Quinn-Shepherdson & Co., has been wounded while doing ambulance work, having had 3 fingers shot off. Mr. Reed was given a medal by the French government for his services.

The following memberships in the Chamber of Commerce have been transferred: From C. J. Martin to C. W. Grafft, A. L. Ashenden to David S. Levin. The following requests for transfer of membership have been posted: From A. W. Durrin to T. F. Graham, J. C. Emmitt to John C. Wilson.

The annual election of officers of the Chamber of Commerce was held Oct. 4. C. A. Magnuson was elected pres.; William Dalrymple, vice-pres.; John McLeod, H. P. Gallagher, C. A. Brown, T. W. Fraser, J. B. Gilfillan, Jr., John E. Fritzsche, members of the board of directors; H. D. Gee, F. J. Seidl and James D. Lamb, board of arbitration; and H. G. Fertig, J. A. Mull and W. J. Russell, board of appeals.

MISSOURI

DeSoto, Mo.—Zimri Gardner, an elvtr. owner of this place, died Sept. 21.

Camden Point, Mo.—The Northrup Mlg. Co. of Platte City and the Aunt Jemina Mills of St. Joseph own and operate elvtrs. here.—X.

Joplin, Mo.—I have moved from Jasper, and am now in the employ of the Brand-Dunwoody Mlg. Co. as outside wheat buyer.—J. P. Leiss.

Ristine sta. (La Forge p. o.), Mo.—A warehouse owned by A. B. Hunter, whose headquarters are at New Madrid, was recently destroyed by fire.

Elmo, Mo.—Fire of supposed incendiary origin was discovered in the elvtr. of Leet & Cook recently, but was extinguished before the plant had been destroyed. The fact that another elvtr. had been burned here about a year ago under suspicious circumstances led the authorities to put blood hounds on the trail, which they followed to the home of a farmer 3 miles from town. Thus far, however, the guilty parties have not been apprehended.

South St. Joseph, Mo.—A fire in the dust house of the Burlington elvtr. recently was extinguished without serious damage.

Clinton, Mo.—The Farmers Elvtr. & Supply Co. has begun work on an elvtr. It will be 30x30 feet, containing 8 bins and attached warehouse, and will have a full basement.

KANSAS CITY LETTER.

Harry P. Seward has been elected to membership in the Board of Trade.

The Hall-Baker Grain Co. contemplates purchasing corn shellers, sacking machines and grain driers.

F. L. Ferguson, pres. of the Root Grain Co., has been confined at his home several days as a result of ptomaine poisoning. His condition is improving.

The membership of T. K. Miller, of Anthony, Kan., has been transferred to Fred Hipple, of Wichita, Kan. The sale price was \$8,500, the highest ever officially recorded here.

F. R. Warrick, recently connected with the Ellwood Grain Co. at St. Joseph, Mo., and a former member of the Kansas City Board of Trade, has rejoined the exchange, having bot the membership of Harry Harris for \$8,000, and he is now mgr. of the shipping department of the Moore-Lawless Grain Co.

A. J. Hunt, head of the milling dep't of the Kansas City zone of the Food Administration Grain Corporation, recently summoned the millers to appear in this city and explain their conduct as to alleged violations of the corporation's wheat holding regulations. Mr. Hunt and D. F. Piazsek, zone agent, indicated their determination to stop the unwarranted accumulation of wheat by millers and notified the holders that commandeering would follow, the grain to be distributed among millers in need of wheat.

By unanimous vote the Board of Trade adopted the following amendment to its rules Sept. 24: All contracts for oats, unless otherwise specified, shall be understood as for "contract" oats, and on such contracts a tender of standard oats, or No. 2 white oats, in such proportions as may be convenient to the seller, subject, however, to the provisions of Sec. 14 of Art. 13 or Sec. 7 of Art. 14, shall be deemed a valid tender; provided, however, that No. 3 white oats testing 26 lbs. or better per bu. may be delivered as contract oats at a reduction of 1½c per bu. from the contract price.

ST. JOSEPH LETTER.

The membership of F. R. Warrick, Jr. has been transferred to George Stewart of the Brunswick Grain Co.

C. A. McCubbin, formerly chief clerk in the Mo. P. commercial office, is now connected with the Gunnell-Windle Grain Co.

Rapid progress is being made on the new tanks at the St. Joseph Public Elvtr. and it is believed they will be ready for use by Nov. 1.

C. A. Addington, formerly mgr. of the wheat dep't of the Elwood Grain Co., has been elected vice-pres. and mgr. of that company.

J. C. Moats, mgr. of the local branch of the Shannon Commission Co. is temporarily on the road for Ware & Leland. B. V. Wasser is managing the office during his absence.

The St. Joseph Hay & Grain Co. has filed suit against A. O. Mason, of Maryville, on 3 counts, alleging failure to reimburse for overdraft on a car of ear corn in which the amount involved was \$270.10. The second charge involves \$43.30, being the difference on a car of grain, and the third is for \$45.57, claimed to be due on a car of hay purchased of the Company by Mr. Mason.

ST. LOUIS LETTER.

The Aid Bros. Grain Co. has retired from the grain business.

The fall outing of the St. Louis Grain Club was held Oct. 4 at the Bellevue Country Club. An interesting program had been prepared.

The com'ite, composed of Alex C. Harsh, Jacob Schreiner and Nat. L. Moffitt, which was appointed to determine the selling price for Sept. corn contracts recommended that all such contracts open on Sept. 29 be settled at \$1.67 per bu.

Records in the office of John Dower, supervisor of weights for the Merchants Exchange, show that during the month of August 3,752 cars of grain were unloaded under the supervision of his dep't. Of these, 275 were leaking at grain door, 665 at box and 31 at end window.

Creditors of the Jones-Wise Com'isn. Co. have been notified by Walter D. Coles, referee in bankruptcy, that a first dividend of 8% was declared Sept. 22 on claims previously allowed, and to be paid by Alvan J. Goodbar, trustee, 1004 LaSalle Building, St. Louis, on and after Oct. 8.

A com'ite of the Merchants Exchange, consisting of John O. Ballard, pres.; R. P. Annan and Charles Rippin of the traffic dep't has been in New York conferring with Julius Barnes. The com'ite reports that no change will be made in the official price or freight differentials on wheat between St. Louis and Missouri river points.

Purchasers of September corn, the contracts for which were unfiled when the option expired Sept. 29, have refused to accept the settling price of \$1.65 fixed by the board of directors of the Merchants Exchange. Bert H. Lang, who is now connected with the Food Administration Grain Corporation, and who made the contracts prior to accepting that position, and Geo. F. Powell and John O'Rourke of the firm of Powell & O'Rourke are the objectors. Mr. Lang said that he had acted merely as agent for his principal, who "denied the right of the board of directors of the Merchants Exchange to alter the terms of an existing contract, either by changing the price or otherwise, and had determined to stand upon his rights." Powell & O'Rourke stated that they have retained attorney Frederick M. Judson and will test the matter in the courts if necessary. William Lanyon, the millionaire zinc smelter man, is one of the shorts who desires to settle on the basis of the price fixed by the exchange, and M. J. Connor & Son acted as brokers for both longs and shorts in the deal. John O'Rourke tendered the brokers \$50,100 in payment for the 35,000 bus. of September corn which his firm had purchased, but it was refused. The directors are almost unanimously of the opinion that as they were given the power to fix prices by an overwhelming majority of the members of the exchange, they have the power to enforce their decree, as all trades are made subject to the rules of the exchange.

MONTANA

Polson, Mont.—An elvtr. is to be built at the new town of Pablo, near here.

Rinab, Mont.—Stanley Searce, of Ronan, is building an elvtr. at this station.

Glasgow, Mont.—I am agt. for the Montana & Dakota Grain Co.—Fred Bettschen.

Lohman, Mont.—I am building an elvtr. here. It is practically completed.—A. S. Lohman.

East Helena, Mont.—The 30,000-bu. elvtr. of the Montana Central Elvtr. Co. is now complete.

East Scobey, Mont.—E. E. Erickson has been accepted for service in the army under the draft.

Lewiston, Mont.—Our office at this place has been closed.—Quinn-Shepherdson Co., Minneapolis, Minn.

Belfry, Mont.—We expect to erect an elvtr. at this place.—Occident Elvtr. Co., Minneapolis, Minn.

Scobey, Mont.—The International Elvtr. Co. has completed a 20,000-bu. addition to its elvtr., making the total capacity 50,000 bus.

Scobey, Mont.—The 30,000-bu. elvtr. being built by Hanson Bros. of Flaxville is nearing completion.

Moore, Mont.—The Farmers Elvtr. Co. has opened for business with N. E. Norman, of Clifford, as mgr.

Winifred, Mont.—The Farmers Co-operative Ass'n has completed plans for the erection of a 200-bbl. mill.

Terry, Mont.—The new elvtr. of the Occident Elvtr. Co. has been opened for business with Mr. Hurley in charge.

Winnett, Mont.—An elvtr. is being built at this place, in advance of the railroad which is being built to serve this territory.

Ft. Benton, Mont.—The Imperial Elvtr. Co. has completed a 30,000-bu. elvtr. and it is now in operation with N. V. Wilson as agent.

Bozeman, Mont.—Rockwood, Bloom & Harry now represent Logan & Bryan, of Chicago, the firm's private wire entering their office.

Valier, Mont.—A new elvtr. which is being built for the Valier Elvtr. Co. is practically completed. T. J. Thompson is to be in charge.

Fairview, Mont.—B. L. Hardaway has leased the elvtr. of the Farmers Co-operative Elvtr. Co. for the season and is now in charge of it.

Billings, Mont.—Logan & Bryan, of Chicago, are now operating a private wire into the office of their correspondents in this city, Rockwood, Bloom & Harry.

Billings, Mont.—The Northwestern Distributing Co. has been incorporated and will do a wholesale grain business. L. Q. Stapp, formerly with the Bozeman Mills, is sec'y.—L.

Rapelje, Mont.—We have a location for an elvtr. here, and will build as soon as the N. P. extends its line to this station. When that will be we cannot say.—Star Elvtr. Co., Jamestown, S. D.

Huntley, Mont.—Frank A. Cousins, formerly asst't mgr. of the Occident Elvtr. Co. at Minneapolis, has removed his family from Billings, and hereafter he will devote all his time to his grain business at this point and Worden.—L.

Red Lodge, Mont.—I have not decided what I will do since the Rock Creek Farmers Elvtr. Co. of which I was mgr., has sold its business to the Treasure State Grain & Seed Co., but will spend the winter in Salt Lake City.—J. H. Hyatt.

Rapelje, Mont.—We contemplate erecting elvtrs. at Rapelje, Molt and Nora, Mont. These points are to be located on the extension of the N. P. northwest of Billings and the rails are not yet laid there, and, so far as we know, no towns or post offices have been established.—Occident Elvtr. Co., Minneapolis, Minn.

NEBRASKA

Julian, Neb.—The Farmers Union Elvtr. Co. has painted its plant.

Hampton, Neb.—The elvtr. of J. M. Cox & Son is nearing completion.

Homer, Neb.—J. P. Wright is now agt. for the Holmquist Grain & Lbr. Co.

Geneva, Neb.—Having sold my elvtrs. I am removing to Omaha.—J. Delaney.

Rockford, Neb.—The Wright-Leet Grain Co. has installed a new engine in its elvtr.

Greeley, Neb.—R. M. Kinsman, of Omaha, is now mgr. of the Farmers Elvtr. Co.

Callaway, Neb.—Will Reeder is now mgr. of the Trans-Mississippi Grain Co.'s elvtr.

Plainview, Neb.—The McCaull-Webster Grain Co. has recently made repairs in its elvtr.

Monroe, Neb.—Material is being placed on the ground for the new elvtr. south of the river.

Decatur, Neb.—It is understood that a 20,000-bu. elvtr. is to be built near the present elvtr.

Sacramento, Neb.—Henry Rose has succeeded E. T. Smith as agt. for the Central Granaries Co.

Moorfield, Neb.—The Farmers Union Elvtr. Co. is building a new elvtr. Part of the material has been received.

Beatrice, Neb.—Joe. P. Glandon, traveling representative of the Vanderslice-Lynds Co., has removed to Mexico, Mo.

Ravinia, Neb.—Alva Jewell, of Lake Andes, is now mgr. for the King Elvtr. Co., succeeding H. L. Baldwin who resigned.

Hooper, Neb.—Jacob Kirsch has severed his connection with the Nye Schneider Fowler Co. after 17 years of service.

Randolph, Neb.—Fred Schroeder, local mgr. for the McCaull-Webster Grain Co., was married recently to Miss Kate Piereson.

Kimball, Neb.—We have succeeded the Farmers Lbr. & Grain Co.—Farmers Union Co-operative Ass'n., by E. W. Peterson, mgr.

Ashland, Neb.—H. E. Grothe is now employed by the Ashland Grain Co., and will operate the mill which that company is installing.

Ravenna, Neb.—The elvtr. of the Crete Mills is practically completed and E. B. McInay of Crete has come here to take charge of it.

Bartley, Neb.—John Fritz is pres., I. E. Wymore sec'y, and Bert Moore treas. of this company.—Farmers Equity Exchange, by J. R. Sipe, mgr.

Woodville, Neb.—I am agent for the T. B. Hord Grain Co., which recently purchased the elvtr. at this station from the Omaha Elvtr. Co.—T. A. Appgar.

Edgar, Neb.—Grain dealers at this point are: Lee Hill, on the C. B. & Q.; and the Farmers Union on the St. J. & G. I. The McInay elvtr. is not being operated.—X.

Columbus, Neb.—The T. B. Hord Grain Co. has filed an application for a permit to build an addition to its elvtr. to be 32x36 feet and to be used as a sacking room.

Bloomington, Neb.—The elvtr. owned by Wm. Bruce is not being operated at present, but it is understood that it will soon be opened with D. F. Walrath in charge.—X.

Cornlea, Neb.—Henry Hittner has resigned his position at the Nye Schneider Fowler Grain Co.'s elvtr. and now has a similar position with the Crowell Grain & Lbr. Co.

Linwood, Neb.—John Macholan has succeeded Rudolf Peltz as mgr. of the Dawson Grain Co. His daughter, Agnes, will assist in the office and will do the book-keeping.

Nantasket sta. (Ravenna p. o.), Neb.—The estate of J. H. Hughes still owns the elvtr. at this place, but it is not being operated at the present.—Mrs. J. H. Hughes.

Helvey, Neb.—C. A. Helvey is mgr. of the Helvey Farmers Elvtr. Co. O. Vanier bot the elvtr. of the Lincoln Grain Co. last spring, but it is not in operation at present.—X.

Norman, Neb.—There is no firm operating at this station under the name of the Hynes Grain Co. or Hinds Grain Co., the correct name being Hynes Elvtr. Co.—G. B. Granger, agt.

Eagle, Neb.—The elvtr. of Geo. Trunkholz is being taken down, and a 40-000-bu. iron clad elvtr. of cribbed construction will replace it. The Birchard Const. Co. is doing the work.

Wyoming, Neb.—The elvtr. of the Bartling Grain Co. has been overhauled, cement foundations have been placed under it, and new dumps have been constructed. It is now in operation.

Cook, Neb.—The Cook Lumber & Grain Co.'s name was changed April 1 to J. A. Schoenthal & Co. Headquarters are at Lincoln, and the company also owns and operates elvtrs. at Alva, Benedict, and Daykin, Neb.—J. A. Schoenthal & Co.

Omaha, Neb.—The buildings of the Omaha Roller Mills Co.'s new plant have been completed, and it is believed that machinery will be installed to enable operations to begin by the first of the year.

Lomax, Neb.—The Omaha Elvtr. Co., of Omaha, owns the only elvtr. at this station, and it has been closed for seven or eight years. It is understood, however, that it will be opened this fall.—X.

Fremont, Neb.—The elvtr. being built by Nye Schneider Fowler Co. will have 16 storage tanks and the total capacity will be 550,000 bus. It is believed that it will be in operation within the next 2 or 3 weeks.

Omaha, Neb.—The Inspection Dept. of the Omaha Grain Exchange has adopted the plan of making charges for inspecting samples of grain sent from outside points. This charge is 90c for each sample inspected.

Lyons, Neb.—The regular grain dealers at this station are, Farmers Co-operative Grain Co., A. Hein, mgr.; Holmquist Grain & Lbr. Co., Jas. Burns, agt.; W. H. Lyon; M. C. Peters Mill Co., Peter Heintzelman, agt.; and A. Moseman.

Dunbar, Neb.—The Farmers Elvtr. Co. has been organized and will be incorporated with capital stock of \$20,000. A site has been selected and work will start on the elvtr. at once. Henry Greipenstroh, Fred Dettmon and others are promoting the organization.

Holdrege, Neb.—The regular grain dealers at this station are, C. B. Seldomridge, A. G. Rector, agt.; Central Granaries Co., H. H. Mann, agt.; Holdrege Equity Exchange, Vick Wilson, mgr.; Johnson & Johnson; and Bodman & McConaughy Co., C. W. McConaughy, mgr.

Superior, Neb.—The regular grain dealers at this station are, Elliott & Myers; Superior Mlg. Co., H. S. Nelson, mgr.; Nye, Schneider Fowler Co., Mr. Ramey, mgr.; Scoular & Bishop, Fulton Chestnut, mgr.; and Bossemyer Brothers. The Superior Corn Products Co. is out of business.

NEW ENGLAND

Chelsea, Mass.—Thieves broke into the grain office of Geo. W. Reynolds recently and stole \$26.

Malden, Mass.—James A. Connor, formerly engaged in the grain business here, died recently.

Boston, Mass.—The annual dinner of the Chamber of Commerce will be held at the Copley Plaza Hotel, Oct. 24.

New Bedford, Mass.—The warehouse of Deudonne Harbeck which burned recently will be replaced with a fireproof elvtr.

Somerset, Me.—Somerset Grain Co. incorporated: officers, Geo. P. Martin, pres., Ernest E. Coombs, treas., Elmer D. Greenleaf, clerk.

Boston, Mass.—Edward J. Donahue, a grain broker of the Chamber of Commerce, was married Oct. 3 to Miss Mary Louise Collins, of Melrose.

Rockland, Mass.—A strike at the plant of the Albert Culver Co. has been settled. The men, all teamsters, asked for an increase of \$3 per week in wages, and Saturday half-holidays the year round. In the compromise which was reached the increase in pay was granted, and half-holidays given for 6 months each year.

NEW JERSEY

Orange, N. J.—James Langton, who has been in the grain business here for the past 16 years, died Oct. 1 from ptomaine poisoning.

NEW MEXICO

Raton, N. M.—I handle grain in carlots at this station.—W. O. O'Brien.

Clovis, N. M.—The Clovis Mill & Elvtr. Co. has filed an amendment to its charter, making \$10,000 of its \$35,000 capitalization preferred stock and the remaining \$25,000 common stock.

NEW YORK

New York, N. Y.—F. W. Losee formerly of the firm of Parker & Graff is now associated with Schilthuis & Co., grain merchants.

Rochester, N. Y.—The Charles Gallery Co. incorporated; capital stock, \$5,000; incorporators, Charles Gallery, Neil L. Loan and others.

New York, N. Y.—The Hansen Produce Co. incorporated to deal in grain; capital stock, \$250,000; incorporators, A. Hansen, H. F. Karst and E. V. Cassidy.

New York, N. Y.—Harry L. Day, for many years an active broker, has applied for membership in the Produce Exchange, where he will represent the grain and stock firm of Maguire & Jenkins.

NORTH DAKOTA

Ypsilanti, N. D.—The Equity Society is building an elvtr. here.

Beulah, N. D.—The new elvtr. of the Farmers Elvtr. Co. is completed.

McHenry, N. D.—I am organizing a co-operative shipping ass'n and mill here.—C. R. Remer.

Larimore, N. D.—The elvtr. of the Elk Valley Farmers Elvtr. Co. has been slightly damaged by fire.

Hensel, N. D.—We have built a 5-bin coal shed.—Hensel Farmers Elvtr. Co., by C. E. Briggs, mgr.

Glenburn, N. D.—The Glenburn Co-operative Elvtr. Co. has been incorporated with capital stock of \$25,000.

Noonan, N. D.—F. F. Kitzmiller, who sold his elevator at this place recently, is now in service in the U. S. army.

Belfield, N. D.—Fire recently destroyed the elvtr. of the Belfield Farmers Elvtr. Co., causing a loss of about \$25,000.

Drayton, N. D.—Both this company and the Thorpe Elvtr. Co. are installing new cleaners.—Drayton Farmers Elvtr. Co.

Neche, N. D.—The plant which the National Elvtr. Co. is building to replace the one burned last fall is nearing completion.

Josephine, N. D.—Oscar Jensen, formerly grain buyer for the Farmers Grain & Fuel Co., is out of the grain business.

Omamee, N. D.—The elvtr. of the Atlantic Elvtr. Co. has been burned. Loss, about \$6,500 on plant and \$10,000 on grain.

Norwich, N. D.—The Norwich Equity Co-operative Elvtr. Co. incorporated. C. M. Anderson, P. L. Aanoth, and others, incorporators.

Beach, N. D.—While stealing a ride on the manlift of the Russell-Miller Mlg. Co., elvtr. here, Mahmut Hasson, a Turk who had been employed as a section hand, was severely injured. It appears that he was ignorant of the fact that the endless belt kept right on going after it reached the top, and was hurled to the concrete floor some distance below.

Milnor, N. D.—The mill and elvtr. of the Farmers Mill & Grain Co. burned Sept. 23. The origin of the fire is not known, but it is thought that live coals had been overlooked in cleaning out ashes in the engine room and that they ignited the coal in a bin nearby. The plant was valued at \$25,000 and insurance of \$13,500 was carried on it. The stock valuation was about \$16,000, fully covered by insurance, and a quantity of flour and grain was saved.

OHIO

Corwin, O.—Younce Bros. have succeeded Benেকে & Son.

Hilliards, O.—A new elvtr. is to be built here by London men.

Ashley, O.—F. C. Goodrich has been succeeded by Babcock Bros.—H. M. Conger.

Oakwood, O.—The McMillen Co., of Ft. Wayne, Ind., is operating an elvtr. here.

Lakeville, O.—We are the only grain dealers at this point, tho some farmers are shipping their own grain.—J. W. Horn & Son.

Hartsburg, O.—An elvtr. is being operated at this station by the McMillen Co. of Ft. Wayne, Ind.

Tiro, O.—A. B. Morse, pres. of the Tiro Co-operative Grain & Mlg. Co., fell from a wagon recently, breaking his leg.

Grover Hill, O.—The Grover Hill Grain Co. incorporated; capital stock, \$11,000; incorporators, W. T. Palmer and others.

Bolivar, O.—James F. Evans, who was a grain dealer here, died some time ago, and C. J. Pfau is his successor in the business.

Grover Hill, O.—We have bot the plant of the Owens-Mericle Co. and are making a few needed repairs.—The Grover Hill Grain Co., by B. H. Sidle, mgr.

Middle Point, O.—Samuel Hessian has purchased the interest of J. W. McMillen, of Van Wert, in this company, and is now sole owner.—Middle Point Grain & Hay Co.

North Robinson, O.—We have the only elvtr. at this station, which is on the main line of the Penn. R. R. The capacity of the plant is about 7,000 bu.—Switzer & White, by Earl King.

Warren, O.—The Wadsworth Feed Co., of this place has been expelled from the Grain Dealers National Ass'n for refusing to arbitrate a dispute with E. T. Custer-bor & Co., of Sidney, O.

Toledo, O.—The commission charge for selling wheat in this market has been reduced to 1c per bu. However, most consignments are booked at a certain net price, and no commission is charged on such sales.

Sycamore, O.—The referee of the bankrupt Sycamore Grain & Mlg. Co., which failed Feb. 23, 1914, held a meeting of the creditors in Toledo Sept. 27 for the purpose of declaring a final dividend on the unsecured claims.

Toledo, O.—Joseph Streicher, for a number of years bookkeeper for J. F. Zahm & Co., and William Cummings, floor trader for the same firm, were taken into the firm as stockholders Oct. 1. The move came gratuitously from the older members of the firm, Fred Mayer and Fred W. Jaeger.

CINCINNATI LETTER.

Cincinnati, O.—Vice-pres. Alfred Gowing of the Grain and Hay Exchange called the members to the Exchange floor on the morning of Sept. 29 and the members voted to make \$2.17 the price of No. 2 red wheat at Cincinnati.

Cincinnati, O.—Al. L. Hess, for a number of years a deputy grain and hay inspector for the Chamber of Commerce, and for the last year mgr. of the hay dept. of D. B. Granger & Co., has been appointed to a position as assistant in the Bureau of Markets, Washington, D. C.

Cincinnati, O.—The Ferger Grain Co. has filed its answer to the breach of contract suit brought against it by the Baltimore Pearl Hominy Co. It admits that it entered into contracts with the plaintiff to furnish corn and oats in carload lots, but denies that the contracts were breached thru any default on its part, claiming that it was ready and willing to fill the contracts but was prevented from doing so because of freight embargoes and car shortages. The court is asked to dismiss the suit at the cost of the plaintiff and to award the defendant its costs.

OKLAHOMA

Apache, Okla.—I am now agt. for the Chickasha Mlg. Co. at this station.—Geo. V. Spindle.

Hammon, Okla.—The Miltenburger Grain Co. has consolidated with the Maney Export Co. of Oklahoma City.

Carter, Okla.—C. G. Black has completed his elvtr. and it is now in operation. I am in charge of it.—E. G. Black.

Oklahoma City, Okla.—Miss Ruth Grey of the Cherokee Grain Co., and Jack West were married Monday, Sept. 24.

Enid, Okla.—The Enid Mlg. Co. is building 4 concrete tanks with capacity of 120,000 bus. The cost will be about \$25,000.

Sharon, Okla.—W. A. Teter has bot the elvtr. of O. B. Clifton and will operate it under the name of the Sharon Grain Co.

Quapaw, Okla.—The Reeves Mill & Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, C. D. Reeves of Quapaw, M. R. Reeves and Louey M. Tyler of Ada.

Tulsa, Okla.—The Durrett Flour & Grain Co. of Fort Smith, Ark. has opened a branch office here to be known as the Tulsa Flour & Grain Co. H. M. O'Hara will be mgr.

Waukomis, Okla.—V. W. Lukenbaugh, formerly with the Waukomis Mill, has succeeded Joe Hromas as agt. for the Goltry Grain Co. Mr. Hromas enlisted for service in the hospital corps.—G. M. Lovell, agt., El Reno Mill & Elvtr. Co.

OREGON

Heppner, Ore.—A 101,000-bu. elvtr. has been completed here by a farmers organization at a cost of \$20,000.

Portland, Ore.—Sherman Draper, formerly associated with M. H. Houser, has been appointed general mgr. of the Pacific Grain Co.

Enterprise, Ore.—We are building a 70,000-bu. elvtr. here on the O. W. R. & N. R. R. Expect to be able to receive grain about Oct. 15.—Woolgrowers Warehouse Co.

Klamath Falls, Ore.—Work has commenced on an addition to the facilities of the Farmers Warehouse Co. It will be of concrete, 64x120 feet, and will cost about \$8,000. According to J. P. Satterly, head of the company, it may not be completed this fall, but enough of it will be finished to supply present needs.

PENNSYLVANIA

Pittsburgh, Pa.—James A. Carson has applied for membership in the Grain and Hay Exchange.

Erie, Pa.—The new unloading elvtr. and leg at the Anchor line docks will be completed by Nov. 1. Work on the concrete structure was delayed by recent cold weather, but it is now being rushed.

PHILADELPHIA LETTER.

The following grain firms have been elected to membership in the Commercial Exchange: Taylor & Bournique, Milwaukee, Wis.; Harrisburg Grain Co., Harrisburg, Pa.; H. N. Bean & Co., Philadelphia Bag Co., and E. H. Rishel, Philadelphia.

A 3 story fire-proof dust house is being added to the Girard Point elvtr. of the Penn. R. R. by James Stewart & Co. It will be equipped with Day Dust Collecting System and Invincible Dust Packers, and arranged so as to load dust in bulk as well as in bags. A concrete office and boiler house will also be added.

Taylor & Bournique Co. will open offices at 304 Lafayette Bldg. with F. M. Turnbull as mgr. Mr. Turnbull represented Clark & Allen of New York for 8 years and for 15 years he was a member of the New York Produce Exchange with Wilkinson, Gaddis & Co. For the past two years he has been a member of the Minneapolis Chamber of Commerce. The company will maintain private wires to all principal markets.

SOUTH DAKOTA

Salem, S. D.—Sidney Zeiler has resigned his position at the P. Dampman elvtr.

Selby, S. D.—The Bagley Elvtr. Co. has bot the Selby Roller Mill and will continue to operate it.

Egan, S. D.—I have sold my elvtr. to the Quaker Oats Co. and am now mgr. of that company's business here.—James H. Glow.

Forestville, S. D.—The work of repairing the elvtr. of the McCaul-Webster Elvtr. Co. has been completed and J. R. Hutcheson is now agt. for the company.

Redelm, S. D.—Otto Minker is pres. and K. J. Nelson, sec'y and treas. of the recently incorporated Redelm Equity Exchange, which has a capital stock of \$20,000.

Canova, S. D.—I have bot the C. P. Van Dewater elvtr. at this place. It has storage capacity for 20,000 bus., all bins are hopper bottom, and it is equipped with dump scale, loading out scale, and is operated by electric power.—Chas. G. Buchele.

Diamond, S. D.—Material is again on the ground, and workmen are busy rebuilding the elvtr. for Ely, Salyards & Co. of Duluth, Mich., on the spot where 3 elvtrs. have burned. Recently an uncompleted house, and material for use in completing it, was burned by an incendiary.

Westport, S. D.—The Electric Mlg. & Grain Co. bot the elvtr. of J. G. Brady and is operating an electric light plant and Midget Marvel mill in connection with the grain business. Some new machinery is to be installed in the elvtr. R. L. Gernon is pres., and Hevitt Turner mgr., and I am sec'y-treas. of the company.—R. T. Brooks.

Iroquois, S. D.—The money drawer in the office of the elvtr. of C. W. Stoner was robbed recently. The thieves found nothing, as all the money had been removed. For about 10 years unknown thieves have entered the elvtr. at about this time of the year for the purpose of robbing the money drawer, and it is coming to be considered as an annual event. The money drawer has been pried open so many times that it will soon have to be replaced by a new one.

SOUTHEAST

Ben Hill, Ga.—The Ben Hill Co. will build a 20,000-bu. elvtr.

Thomasville, Ga.—The elvtr. of W. H. Burch & Son is nearing completion.

Greenwood, Fla.—W. Brandon and associates, of Marianna, Fla., will build a corn elvtr. and feed mill at this station.

Jacksonville, Fla.—The new elvtr. of the Florida Grain & Elvtr. Co. is now in operation. C. W. Zaring is pres. of the company, and the plant is being operated by W. L. Brandon & Son, of Marianna.

Atmore, Ala.—We are just completing our electrically operated elvtr. which will have storage capacity for 5,000 bu. of grain and 500 tons velvet beans. Corn meal and velvet bean meal will be manufactured.—Atmore Mlg. & Elvtr. Co.

Wilmington, Del.—We have no knowledge of Dyer & Co., recently reported to have been incorporated to deal in grain, and believe that report erroneous. They can hardly operate an elvtr. in this town for there is neither grain available nor market that could warrant it.—The Lea Mlg. Co.

Florence, Ala.—We hope to interest some grain company in establishing an elvtr. to care for our 2,000,000-bu. corn crop in this section. It is too late for us to do this ourselves, and it may be necessary to use vacant buildings on railway sidetracks, where corn shellers could be installed, for the present season.—J. W. Paige, sec'y-mgr., Chamber of Commerce.

TENNESSEE

Nashville, Tenn.—The Monarch Mlg. Co. has discontinued business.—Just Mills.

Franklin, Tenn.—Fleming & English are building a warehouse, and installing a corn sheller.

Manchester, Tenn.—T. P. Gilliam has rented the Willis & McCrea warehouse and will engage in the grain and feed business.

TEXAS

Dalhart, Tex.—The Schuhart Grain Co. has started work on a large seed warehouse.

Sweetwater, Tex.—The Sweetwater Seed & Grain Co. is building a warehouse. It will be 56x140 feet.

Texarkana, Tex.—The Farmers Oil & Fertilizer Co. has under construction a brick warehouse, 250x100 feet. The building is nearing completion.

Houston, Tex.—The Tidewater Mlg. Co. is contemplating the erection of a modern rice mill to cost about \$200,000. B. N. Garrett is pres. of the company.

Kingsville, Tex.—We have re-organized this company, increasing the capital stock to \$30,000, and are now using a new warehouse erected recently on the St. L. B. & M. tracks.—Kingsville Commission Co.

UTAH

Lamp, Utah.—A 12,000-bu. elvtr. of cribbed construction is being built at this station. The Burrell Engineering & Construction Co. has the contract.

WASHINGTON

Tacoma, Wash.—The Tacoma Grain Co. has changed its name to C. S. Barlow & Sons, Inc.

Mansfield, Wash.—The new concrete elvtr. of the Farmers Elvtr. & Warehouse Co. is now in operation.

Seattle, Wash.—The Quaker Oats Co., incorporated in New Jersey, has been licensed to do business in this state.

Hartline, Wash.—J. H. Hill and other minority stockholders in the Hartline Mill & Elvtr. Co. have asked that a receiver be appointed, claiming the property was made insolvent thru the management of the majority stockholders.

WISCONSIN

Osseo, Wis.—J. M. Pederson is now mgr. of the Osseo Farmers Produce Co.

Eau Claire, Wis.—Fire recently damaged the elvtr. of the Cheney Elvtr. Co.

Hudson, Wis.—Fire recently destroyed the 50,000-bu. elvtr. of the New Richmond Elvtr. Co.

Monroe, Wis.—The Wm. A. Becker Co. has bot the Faust property, 108x190 feet, on the I. C. tracks.

Ashland, Wis.—The Hanson Bros. elvtr. has been moved to a new location adjacent to the Ashland Flour Mills.

Juneau, Wis.—Mayor H. F. Binte is mgr. of the Ladich-Stoppenbach elvtr., succeeding Ernst Werblow, who resigned.

Appleton, Wis.—Simon Marshall, for many years a member of the firm of Marshall & Hammel, grain dealers, died recently.

Wrightstown, Wis.—The A. G. Wells Co. reopened its elvtr. Oct. 1. The opening was delayed because of the shortage of competent help.

Rio, Wis.—The Rio Co-operative Warehouse Co. incorporated; capital stock, \$20,000; incorporators, W. E. Moore, L. M. Lewis, and others.

Colfax, Wis.—The Northern Elvtr. Co. is installing a new gas engine and making other improvements, including the modernization of its office.

Ogema, Wis.—A branch of the American Co-operative Ass'n, Wausau, Wis., is being organized by local business men and farmers to establish a warehouse and elvtr.

Milwaukee, Wis.—James O. Forrestal, deputy grain inspector of the Chamber of Commerce, has been certified for service in the new national army under the selective draft.

Oconomowoc, Wis.—W. A. Holstein has sold his elvtr. to the Armour Grain Co., formerly the Milwaukee Elvtr. Co., which already operates one elvtr. here. F. Frohman will manage both plants.

Milwaukee, Wis.—H. T. Bickel is now mgr. for the Flanley Grain Co., having succeeded F. W. Peterson on Oct. 1. Cecil E. McDonald, a son of O. P. McDonald of the firm of Siler & McDonald, Algona, Ia., is head bookkeeper. He has made application for membership in the Chamber of Commerce.

Superior, Wis.—The city council recently passed an ordinance providing for a Commissioner of Economics, whose duty it shall be to gather and conserve wheat and other food products left in cars when they are unloaded. The products so salvaged are to be sold and the proceeds used to pay the expenses of the dept., any profits to be turned over to the city.

WYOMING

Powell, Wyo.—We expect to build an elvtr. at this place.—Occident Elvtr. Co., Minneapolis, Minn.

Lost Springs, Wyo.—Walter R. Galbraith is pres., Geo. C. Butterfield, sec'y-treas., and I am mgr. of the recently incorporated Lost Springs Co-operative Ass'n. We expect to build an elvtr. this fall.—Clyde C. Bowell.

Basin, Wyo.—The Basin Alfalfa Mfg. Co., whose plant burned recently, is planning to rebuild. The final decision is said to depend upon the willingness of the farmers to co-operate in furnishing hay for the plant to use in its operations.

Sheridan, Wyo.—Logan & Bryan announce that Rockwood, Bloom & Harry, with offices at Sheridan, Wyo., Billings and Bozeman, Mont., will be their correspondents at those points, and their private wires will run directly to these offices.

Supply Trade

IF THE whale were a more persistent advertiser he wouldn't get in so bad. As it is, he comes up to blow about himself and gets the harpoon once in a while.—*Bagology.*

CHICAGO, ILL.—R. Goodman, Chicago and Middle Western manager of the Robinson Mfg. Co., has moved his office from Room 623 to Room 416 Western Union Bldg.

CHICAGO, ILL.—Recent Link-Belt Co. booklets are Book No. 343, covering Link-Belt Rope Tramway System, and Book No. 322, giving a description of the Link-Belt Coal Tipple in the Pocahontas field at Powhatan, W. Va. These interesting booklets will be sent to Journal readers free upon request.

St. Louis, Mo.—The Walter A. Zelnicker Supply Co. has issued Tank Bulletin No. 224. This bulletin lists special offerings in pressure tanks, storage tanks, new tanks, acid tanks, elevated tanks, stand pipes, reservoirs and vats. This bulletin will be sent free to Journal readers who write requesting it.

ADVERTISING for good will works in one of two ways—it makes men come to you to buy, instead of your going to them to sell; or it makes selling easier if you go to them to sell. In either case, it is very much worth while. It is like soap: it isn't there when the blanket is washed, but it has done its work.—*F. H. Sisson.*

CHICAGO, ILL.—Many recent installations of the Union Special Bag Closing Machine have been made in Kansas. In view of the fact that this machine greatly reduces the amount of labor, the twine used in closing each bag, prevents leakage in transportation and a smaller sack being possible when the bag is closed by machine should make it a very popular machine for feed and seed dealers. Readers of the Journal who desire detailed information regarding this efficient machine may obtain same by writing the Union Special Machine Co.

Memberships Subject to Outside Claims.

It has always been supposed that the certificate of membership in the Chicago Board of Trade, having a value of several thousand dollars, was subject to the disposition of the directors of the Board in cases where a member became insolvent and could be applied to settle his debts to members, and that those not members could make no claim against it.

The U. S. Circuit Court of Appeals in the case of Charles F. Glavin, bankrupt, held otherwise and affirmed a decree of the district court of the eastern district of Wisconsin in favor of Thomas C. Weston, trustee, against the Chicago Board of Trade. Judge Geiger said:

The bankrupt held a membership or seat in the Board of Trade of the City of Chicago. Its value is conceded to be about \$4,000. Weston, trustee in bankruptcy, has filed a petition, asserting his succession to Glavin in and to said membership as property or a property right, and asking recognition thereof by the Board of Trade. The latter resists, on the ground that such membership or seat does not pass to a bankruptcy trustee. The jurisdiction of the court over the Board of Trade has been conceded, and, as I understand, no exception is taken to the procedure; the parties being desirous of litigating and obtaining an adjudication upon the merits of the question presented. There are no facts in dispute.

The respondent, Board of Trade, is a body corporate, by virtue of a special charter granted by the Illinois Legislature in 1859 (Priv. Laws 1859, p. 13), to enable its grantees and their associates and successors to establish and maintain a grain market in Chicago. It is empowered by such charter to admit or expel members in the "manner to be prescribed by the rules, regulations, and by-laws thereof." Among rules so in fact adopted and in force during the bankrupt's membership, and at the time of adjudication (it is admitted that at the date of adjudication the bankrupt was a member in good standing), are these:

Rule 4, Section 7: "When any member of this association has been duly convicted of failure to comply with the terms of any business obligation, or with the award of any committee of arbitration or committee of appeals, made in conformity with the rules and regulations of this association, he shall be suspended from all privileges of the Board of Trade of the City of Chicago until all his outstanding obligations to members of said Board of Trade shall have been settled, when he may, upon application to the board of directors, and upon stating under oath that he has settled all such outstanding obligations, be reinstated. Notice of all applications for reinstatement shall be posted upon a properly designated bulletin in the Exchange Hall for at least fifteen (15) days prior to the hearing of such application by the board of directors."

"Such reinstatement shall be a bar to any further discipline by the board of directors of the said Board of Trade on account of claims against such member maturing prior to his reinstatement."

These are the only rules pertinent to the question presented. No rule exists giving to the respondent or its members the right to compel sale or other disposition of memberships, to pay debts of particular members, or reserving to respondent or its members any right of application of a membership against the will of a member, for the benefit of his creditors. Certain members of respondent, creditors of the bankrupt, who held "outstanding, unadjudicated, and unsettled claims" (see rule above) against him arising out of Board transactions, and which claims aggregate about \$35,000, have filed such claims with respondent, and with the same their objections or protest against the transfer of the bankrupt's membership. The claims are valid. Each of such creditors, save one, has also filed his claim in these bankruptcy proceedings. They, however, filed these claims, with a reservation of any rights possessed by them as members of the respondent, under the rules above quoted.

The Bankruptcy Act (Section 70a) declares that a trustee "shall * * * be vested by operation of law with the title of the bankrupt" as of the date of adjudication, to all (1) property which prior to

the filing of the petition he (the bankrupt) could by any means have transferred, or (2) which might have been levied upon and sold under judicial process against him. It may be taken for granted that, upon general principles, as well as upon the construction given by the Illinois courts to its charter, a seat or membership in the respondent Board of Trade is not property such as is ordinarily subject to levy, or to other compulsory process. But is it property which is the subject, by any means, of transfer by the bankrupt? Now, in arguing a negative answer to this, it is suggested by counsel, among other things, that the constitutional authority to enact bankruptcy laws must be exercised subordinately to the power of states to regulate intrastate commerce; that it is no part of such legislation "to create property or to * * * declare the limits of property"; that the authority is limited to providing for a distribution of what is otherwise property; again, that "the right to declare what shall, within the statute, be deemed property, and what shall be the qualities and elements constituting that property, as respects any particular subject-matter, is essentially a part of the right to regulate intrastate commerce, and is exclusively the right of the state. Congress may not, under its power to enact a bankruptcy law, or any other of its powers, interfere with this state right to define what shall be property or what shall be the elements of property. * * * Property, when rightly understood, contains the elements of exclusiveness, or exclusion. It consists of several elements—the right to use, the right to sell, etc."

[1] These suggestions, it seems to me, are hardly pertinent to the question presented. It may be that Congress, in discharging its constitutional authority, either in passing a bankruptcy law or otherwise, is without power to define "property," in the broad sense—by declaring what elements must be present to make property. But I conceive that nothing of the kind has been attempted. Section 70a is merely a declaration, by way of enumeration or schedule, of the rights, privileges, or things which, being possessed or enjoyed by a bankrupt, and being property, shall, as respects their title, devolve, by operation of law, upon a trustee. It deals with property, as such. Instead of attempting to make property out of things which are not such, it enumerates, as subjects of devolution and administration in bankruptcy, property having certain characteristics, and therefore, being an enumeration of certain classes of property, is on its face a limitation within the larger field of property in general. It does not say that, in addition to a bankrupt's property, certain other rights, privileges, or things shall be deemed property, and shall vest in the trustee. Obviously, rights of a bankrupt which attach to him personally, such as the ordinary rights incident to his life, his liberty, or pursuit of happiness, valuable though they may be, could not be declared to pass to the trustee, because they are neither property nor property rights. Probably they could be declared such by neither national nor state legislative action. Those rights, as well as property rights subject to appropriation, exist and are recognized, respectively, under fundamental constitutional tests. Now, it would be strange if the dominant grant to Congress to legislate upon bankruptcy and insolvency, and which, when exercised, supersedes state legislation respecting these matters, should nevertheless be subordinate to the right of each state to determine what is or shall be property, subject to the terms of the Bankruptcy Act. But, as indicated, the case here presents no such broad question that need be considered to answer, first, whether the membership in the respondent Board is property in the ordinary sense upon application of ordinary tests—the very tests suggested by its counsel—nor to answer specifically whether it is property falling within any of the categories of section 70a.

Recurring to the case before us, the facts are that a membership in the respondent is attainable originally upon the payment of an initiation fee of \$10,000 (rule 10, section 1); that it is transferable (rule 10, section 2), and the conditions will be referred to; that it passes to the legal representatives of a deceased member; that the present value of a seat is approximately \$4,000; and that the herein bankrupt (so it is stated upon argument) offers no objection to assertion of title by the trustee. In my judgment, the pertinency of the suggestion quoted from the Edmunds Case is not open to contention. The question is not whether Weston, the trustee herein, if Glavin's right and title devolves upon him, will succeed in selling

the seat or membership; nor whether the title of Glavin and the right to enjoy the membership, as and to the extent to which he enjoyed them, will in fact be conferred upon a purchaser from the trustee, but whether Glavin's right or title, whatever it be, is reserved to him just because fellow members (creditors) may, if they see fit, protest its transfer by him. Obviously, the latter circumstance, as above stated, while it may operate to prevent a transfer, does not destroy the character of the right as being susceptible or capable of transfer. That provision of rule 10 confers upon such members a right which, if they choose to exercise it, may impede or obstruct the exercise by the member of his right of transfer. But it does not destroy the general right of transfer, nor the element of transferability. On the contrary, if there were no other evidence that it possesses such common attribute of property, that rule not only recognizes it, but, as I read it, formally imports it into and impresses it upon a membership. The matter must be viewed from the standpoint of the bankrupt, who under the law is obliged to surrender what to him is property. Therefore when, in connection with a valuable right or privilege having ordinary incidents or attributes of property, there are contingencies or conditions, the right none the less exists, though its freedom of exercise, and consequently its value, may thereby be greatly impaired. So, too, the degree of contingencies, the probability or certainty of their arising, cannot destroy the character of the right as a property right. The chances are not to be resolved, for or against the bankrupt, to the end that he be allowed to retain the property if its value be small or negligible, and the trustee be required to take it if large. And it may be observed that, while creditors holding claims against the bankrupt which in amount greatly exceed the value of the membership have protested a transfer of the membership, that very protest concedes both salability and the capacity (on the part of some one, except for the protest) to sell. The size of the protesting creditors' claims cannot alter the status or character of the membership. Suppose, by way of illustration, that creditors, members of respondent, holding only \$500 of claims against the bankrupt, protested a transfer; that the trustee had an opportunity to sell to one who was willing to pay the protesting creditors in full and to give the trustee \$3,500, or suppose the trustee had an offer of \$4,000, and suggested to the court that he be permitted to accept it on condition that he tender to the protesting creditors their claims in full, to the end that the obstacles otherwise in the path of effecting a transfer be overcome, and that in any event the purchaser assumed all risk of becoming a full-fledged member of respondent; would it not seem idle and absurd to say to the general creditors that, because no property or property right of the bankrupt had come to the trustee, the matter could not be entertained, even where, as in the case before us, the bankrupt is not resisting?

We are not concerned whether the trustee gets, or will get, much or little, but that the bankrupt's right, title, or privilege evidenced by the membership is property, and as such devolves by operation of law upon the trustee in bankruptcy, seems clear. The petitioner is entitled to an order or decree adjudging: That Glavin's membership in the respondent Board of Trade is property, and his right, title, and interest therein has passed to and is now held by Weston, trustee in bankruptcy, and that respondent be adjudged to recognize said trustee's succession thereto.

A CAMPAIGN which began in May is being carried on in Uruguay to augment the production of wheat by securing a considerably increased acreage. Literature was extensively distributed thruout the agricultural districts and farm experts gave lectures and carried on an active propaganda, with the co-operation of the government and its officials, banks and commercial bodies. Wheat is harvested there in December and January, and it is said that as a result of the excellent grade of seed sown and favorable weather conditions, and provided there are no severe drouths, the country may be expected to have an exportable surplus of about 7,300,000 bus.

Export Embargo Extended.

The Exports Administrative Board announced Sept. 28 an enlarged list of commodities the exportation of which is practically forbidden. The list includes flaxseed, wheat, barley, corn, rice, oats, rye and other food cereals, oil cake and wheat flour.

Export licenses may be granted, however, for the above articles when destined for actual war purposes, or when they will directly contribute thereto; and in certain unusual cases when such exports will contribute directly to the immediate production of important commodities required by the United States; and also in certain other cases where the articles may be exported in limited quantities without detriment to this country, such as food-grains and fats, which require the approval of the Food Administrator.

Individual licenses will be required for shipment to Canada, Newfoundland, and Mexico for all of the above-mentioned articles which are covered by railroad and for ocean B/L dated on or after October 1, 1917. This date has been fixed in order to avoid interference with goods in transit.

Shippers' attention is called to the fact that where the quantities to be shipped are less than 125 bushels of food grains, 25 barrels of flour, 125 pounds of butter, or 25 barrels of sugar, and are destined for Canada, Newfoundland, or Mexico, no single commodity exceeding \$100 in value, they may be licensed by the indorsement of the collector of customs at the point of exit when the shipper presents to the collector the usual shipper's export declaration. Where it is ascertained that exporters are making application for an excessive or unusual number

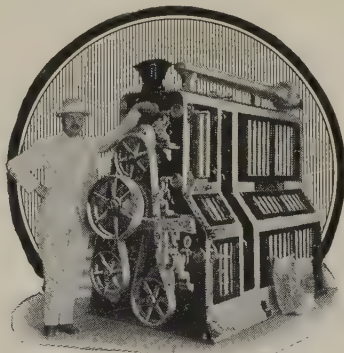
of licenses for small shipments to the same consignee in order to avail themselves of the facilities offered by the above plan applications will be refused by the collector and licenses previously issued will be revoked.

In making this announcement, the Exports Administrative Board takes occasion to advise exporters and commission agents of the necessity of securing export licenses before making purchases for export or engaging freight space or tonnage for all articles on the conservation list. The granting of export licenses for the shipment of the food products and fats in the "Conservation list" to countries other than those associated with the United States in the war is now being delayed; as, on the advice of the Food Administration, it is not desired to have any considerable quantities of the above articles exported. Heretofore many applications have been made by telegraph, but this practice will not be necessary if the above advice is followed, as telegraphic applications can not receive a preference.

Applications may be made at the Bureau of Export Licenses, 1435 K. Street N. W., Washington, D. C., or at its branch offices or agencies at other points.

WHY should farmers hesitate to pay 8 to 10 cents per bushel for picking corn when it sells for \$2 on the market.

UNOFFICIAL REPORTS based on unpublished official estimates give the following crop reports for 1917: Wheat, 3,950,000 metric tons; spelt, 90,000; rye, 700,000; barley, 700,000; oats, 3,500,000 tons. The 1916 crops figures were: Wheat, 5,841,070 metric tons; spelt, 111,427 tons; rye, 911,632 tons; barley, 857,940 tons; oats, 4,127,960 tons, writes the American Consul General at Paris.



Over 1200

American Marvel Mills

(Self-Contained)

Are Now In Operation

(Or are being installed)

Experienced millers, after noting the remarkable success of this Mill over a five year period of operation, were convinced beyond doubt that it made just as good flour as any long-system mill in operation and that it made it at far less labor, power and machinery expense.

Hundreds of these long-system millers have now exchanged their old equipment for this wonderful, efficient short-system mill.

American Marvel Mills are made in six capacities, from 25 to 100 barrels per day.

We have many letters from them which we will be glad to forward you. Write for them today. Also our free catalog.

Every miller operating an American Marvel Mill is entitled to the use of our widely advertised brand of FLAVO FLOUR and the many profitable sales features it offers. Write for testimonials from our present owners on how they have profited from the use of this brand. Its adoption does not in any way interfere with your present private brands.

Anglo-American Mill Company, Inc.

[435 Trust Building, Owensboro, Ky.]

Grain Carriers

THE ILLINOIS CENTRAL soon will order 3,500 freight cars.

THE NORTHERN PACIFIC RAILROAD Co. has 13 women employed in its yards at Duluth, Minn., unloading grain door lumber.

FIVE of the 27 steamers of the Great Lakes Transit Corporation have been requisitioned by the government for ocean service.

BALTIMORE and Newport News have been embargoed by the railroads and the Wheat Export Co. has been unable to obtain permits to ship oats.

PRIORITY GIVEN to shipments of coal and iron to and from Lake Erie ports is limiting the number of cars available to shippers of grain over the Baltimore & Ohio.

AN INCREASE in the diversion charge on cars reconsigned, from \$2 to \$5, has been requested of the Interstate Commerce Commission in a petition filed by the railroad companies Oct. 5.

The federal government having requisitioned the four package freight boats of this company, embargo is placed, effective at once, upon all carload and less than carload freight originating at Chicago, Milwaukee, Manitowoc, and points beyond consigned, reconsigned or to be reconsigned via the Lehigh Valley Transportation Co.—Lehigh Valley Transportation Co.

ROBERT W. WOOLLEY, former director of the mint; Clyde B. Aitchison, a lawyer, and Geo. W. Anderson, a district attorney of Massachusetts, have been appointed members of the Interstate Commerce Commission. Mr. Woolley is a resident of Virginia. He was sporting editor of a daily newspaper. Mr. Aitchison has been a member of the Oregon Railroad Commission.

STEAMERS not being available for loading, 1,200 cars of grain, mostly oats, are held on track at Newport News, Va. This would be serious news under pre-war conditions; but now the movement of grain from the west is controlled so that instead of more grain piling up and making storehouses out of cars the controllers will stop movement and loading at point of origin.

VESSELMEN and the Wheat Export Co. agreed Sept. 26 on a rate of 4 cents per bushel from the Head of the Lakes to Canadian Bay ports and to use the old form of B/L holding the boat responsible for the outturn. This gives Fort William and Port Arthur a favorable rate compared with the 4½ cent rate agreed upon for American grain from Lake Superior ports to Buffalo.

REPARATION ALLOWANCES have recently been approved by the Interstate Commerce Commission, granting the Padlock-Hodge Co., of Toledo, O., \$18.18 on four cars of corn from the Chesapeake & Ohio shipped from LaCrosse, Ind., to Toledo; granting the Quinn-Shepherdson Co., Minneapolis, Minn., \$85.97 from the C. M. & St. P. on account of unreasonable charge on four cars of corn moving from Sanborn, Ia., to Kansas City, Mo., and granting the Farmers Grain & Milling Co. \$56.26 from the Oregon Short Line on wheat shipped from Trenton, Utah, to Chicago.

THE 15 PER CENT increase in rates on grain and grain products from Chicago to eastern points which was to have become effective Oct. 1 has been suspended by the Interstate Commerce Commission.

VELVET BEANS have been grown this season to so great an extent that they are entitled to grain rates. O. L. Bunn, manager of the Birmingham Traffic Bureau has gone before the Alabama Public Service Commission with a request that velvet beans be given the grain rate in the state of Alabama.

DORANS, ILL.—The original proceeding of the Farmers Grain Co. against the Illinois Central railroad company for loss of grain in transit was called for re-trial in the city court at Mattoon Sept. 25 and on the 27th a continuance of one week was granted. The shipments in question were made in 1914 and the case was filed during that year. A hearing in 1915 resulted in the dismissal of a number of counts, and a verdict for the railroad company was given on the remaining counts. The grain company appealed the case to the appellate court, and the present retrial is the result of the finding of the higher court.

Oat Millers to Go Under Food Control.

A preliminary meeting was held at Chicago Oct. 10 by the leading oat millers of the United States to consider a general plan outlined by Hoover and Whitmarsh for the licensing of manufacturers of rolled oats and other oat products, with a view to co-operating with the Food Administration.

The meeting was called by J. H. Douglas of the Quaker Oats Co.; C. M. Rich of the Purity Oats Co., Keokuk; F. A. McLellan of the H. O. Co., Buffalo, and John C. Reid of the National Oats Co., St. Louis.

A com'tee will be named to present a working agreement to the Food Administration at Washington.

An Ear Corn Plant.

The photograph which is reproduced herewith shows a grain handling plant located in South Central Illinois where corn is the principal crop and where the greater portion of that grain is hauled to market in the ear.

Formerly a high, raised driveway ran lengthwise of the building, and a number of dumps were located in this driveway. The driveway took up much valuable storage space, and as it was impossible to fill the bins to the top still further waste was caused.

The Hart Grain Weigher Co. remodeled the plant for its owner, installing machinery of its manufacture for the handling of ear corn. Now only two dumps are installed in the shed driveway at the side of the storage bins or cribs and conveyors lead from the dumps to legs which project into the smaller cupolas, provision being made for distributing the grain from the cupolas to all parts of the building.

It is said that the change has increased the available storage space to a great extent, without any enlargement of the building; and that the handling of both ear corn and small grain by machinery has effected a material reduction in the operating cost.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

Alton in Sup. 6 to 1581-E quotes on grain and grain products to Atlantic seaboard points, effective Oct. 28.

Alton in Sup. 6 to 1570-E quotes rates on grain malted and handled in transit at its stations, effective Oct. 20.

III. Cent. in Sup. 20 to 2585-F quotes rates on grain and grain products to Cairo and Mound City, Ill., effective Oct. 16.

III. Cent. in Sup. 16 to I 5425-C gives rates on grain and grain screenings to East St. Louis and St. Louis, effective Oct. 16.

Kansas City Southern in Sup. 1 to ICC 3577 gives rule and regulations governing transit on grain, seeds and hay, effective Oct. 31.

Omaha in Sup. 14 to 3900-B gives rules governing cleaning, mixing, milling and storing of grain and seeds in transit, effective Oct. 20.

C., R. I. & P. in Sup. 37 to 15386-A quotes rates on grain, grain products and seeds from Chicago to points on the P., C., C. & St. L., effective Oct. 16.

C., R. I. & P. in Sup. 16 to 107587 quotes rates on grain and seeds from Colorado, Arkansas, Nebraska, Oklahoma stations and Memphis, Tenn., effective Oct. 15.

C., R. I. & P. in Sup. 82 to 22000-C quotes rates on grain and grain products between points in Minnesota, Iowa and Illinois, and South Dakota, Missouri and Nebraska, effective Oct. 16.

Union Pacific in Sup. 4 to 3113-B quotes rates on grain and grain products from stations in Wyoming, Colorado and Nebraska to stations in Arizona and New Mexico, effective Oct. 15.

Southern gives rules governing milling in transit of grain effective Nov. 2 at Knoxville, Tenn., in Sup. 5 to I. C. C. A-7767; at Cleveland, Mooresville, Salisbury and Statesville, N. C., effective Nov. 2 in Sup. 4 to I. C. C. A-7576.

C., R. I. & P. in Sup. 19 to 29329-B gives local, joint and proportional rates on grain, grain products and seeds between Albright, Neb., Armourdale, Kan., Atchison, Fort Leavenworth, Kan., Council Bluffs, Ia., Kansas City, Mo., Omaha and St. Joseph to stations in Illinois, Indiana, Iowa, Minnesota, Missouri, South Dakota and Wisconsin, effective Nov. 1.



An Ear Corn Plant.

Feedstuffs

JOSSELYN, NEB.—An alfalfa mill is to be erected here by the Peters Alfalfa Mill Co. of Omaha.

ELMCREEK, NEB.—The Peters Alfalfa Mill Co. of Omaha contemplates the erection of an alfalfa mill here.

NOWATA, OKLA.—M. F. Wilkinson has purchased the seed business of Cass Lanning, who will remove to Cambridge, O.

LEXINGTON, NEB.—The Peters Alfalfa Mill Co. has secured a site and will build an alfalfa mill on the Union Pacific at this station.

THE NATIONAL ALFALFA PRODUCTS & Milling Co. is remodeling a factory building at Council Bluffs, Ia., to be converted into a meal mill.

ST. LOUIS, Mo.—The Grain By-Products Co., incorporated; capital stock, \$5,000; incorporators, Louis Hilfer, W. O. Greene and I. K. Rieser.

OMAHA, NEB.—The M. C. Peters Mill Co. has offered to purchase from the city a part of a street on which to erect an elevator and alfalfa storehouse.

LAFAYETTE, IND.—W. J. Jones, Jr., state chemist of Indiana, died recently. He was well and favorably known to feed manufacturers of the United States.

KANSAS CITY, Mo.—The alfalfa meal mill of the Triangle Milling Co. burned Sept. 12 with a large amount of material. Loss, \$60,000; insurance on mill, \$37,000.

HARTSVILLE, S. C.—The new feed company in which H. W. Goolsby is interested and which is operating an oil mill, has chosen the name Coker-Lawton Food Co.

ST. LOUIS, Mo.—W. C. Dickinson & Co. have succeeded F. W. Goeke & Co., for many years in the feed and grain business. Mr. Goeke will continue to handle salvage.

ST. JOSEPH, Mo.—The Grain Belt Mills Co. has increased its capital stock from \$125,000 to \$250,000. Nearly all of the stock is held by officers and employees of Swift & Co.

THE M. C. PETERS MILL Co., of Omaha, Neb., has registered the word "Submilk" as a trademark No. 104,487, for a feed composed of various meals and used as a substitute for milk for growing calves.

THE INTERSTATE Commerce Commission has dismissed the complaint by F. J. Woolworth of Kearney, Neb., against the rate on alfalfa meal on shipments from Kearney rebilled from Omaha to Owensboro, Ky.

Exports of Feeding Stuffs.

Exports of feeding stuffs during June, compared with June, 1916, and during the 12 months prior to July 1, compared with the corresponding period in 1915-16, according to the Bureau of Foreign and Domestic Commerce, were in tons as follows:

	1917.	June, 1916.	12 mos. ending June, 1917.	1916
Brn and middlings	626	644	7,427	14,613
Dr. grns and mlt. sprts.	144	190	1,505	1,633
Mill feed	1,668	659	46,115	25,602
Ctnsd. meal, lbs.	3,505,830	4,327,315	285,297,316	76,556,997
Ctnsd. cake, lbs.	26,495,620	48,008,144	864,862,375	980,664,572
Insd meal, lbs.	20,222,211	52,823,106	536,976,419	640,916,196
Corn oil cake, lbs.	379,890	1,182,648	15,739,812	18,996,490

OVERTON, NEB.—The Peters Alfalfa Mill Co. contemplates erecting an alfalfa mill at this place.

YORKTOWN, TEX.—The Yorktown Cotton Oil & Mfg. Co. is erecting a plant here for the purposes of crushing peanuts and manufacturing other mixed feeds together with hulls and meal.—Strieber Bros.

RICHMOND, VA., is favored as the meeting place for the annual meeting of the Ass'n of Feed Control Officials of the United States in November. The choice of a convention city will soon be made by the executive com'te.

THE EXPORTATION from Canada of screenings produced in cleaning wheat and other grains is prohibited to all destinations abroad, other than the United Kingdom, British possessions and protectorates. The order in council promulgating this embargo is dated Sept. 18.

COTTONSEED CRUSHERS held a meeting at Washington recently at the request of the food administration officials, who informed them that "It is entirely probable that the cottonseed crushing and refining industry will be placed under regulations similar in large measure to those governing the sugar industry."

NEW ORLEANS, LA.—John T. Gibbons, a local feed dealer, has been awarded a government contract for feed in competition with some of the largest grain dealers in the country. It is understood that the contract calls for 30,000 bus. of corn, 200,000 bus. of oats, 360 tons of bran and 1,100 tons of hay.

W. J. BYRNES & Co., of Chicago, Ill., were fined \$25 on the charge of adulterating horse feed with corn, rolled oats and weed seeds and stems. The label stated one of the ingredients to be barley, but the analysis showed no barley and 7.25% of weed seeds and stems. Prosecution was by the U. S. Dept. of Agriculture.

NOT GUILTY was the verdict of the jury by direction of the court in the prosecution of the Northwestern Malt & Grain Co., of Chicago, Ill., by the U. S. Dept. of Agriculture, for alleged adulteration of malt sprouts with barley, weed seeds, and chaff in three shipments. The article had been invoiced and sold as "sprouts." Analysis showed 15 to 35 per cent of other substances.

BEFORE GEO. H. CLARK of the Dominion Dept. of Agriculture, who conducted a hearing at Winnipeg recently on the disposition of screenings, T. A. Crerar, pres. of the Grain Growers Grain Co., testified the elevators of this company at Fort William turned out 7,000 to 8,000 tons of screenings annually. He said it was impossible for Canadian manufacturers to compete with Americans in the utilization of screenings, and that, therefore, the only thing to do was to sell the screenings to the Americans.

Feedstuffs Movement in September

Receipts and shipments of feedingstuffs at the various markets in September, 1917, compared with September, 1916, were as follows:

	Receipts, 1917.	1916.	Shipments, 1917.	1916.
Chicago, lbs.	50,067,000	58,126,000	60,531,000	75,273,000
Minneapolis, tons	3,635	8,127	65,337	65,671
Kansas City, tons	3,280	3,320	9,040	11,780
New York, tons	1,321	292	142	164
St. Louis, sacks	101,270	121,560	96,210	66,310

TARKIO, Mo.—Lee Z. Emert has been promoted from salesman to salesmanager of the Tarkio Molasses Feed Co., with headquarters at Kansas City.

THE RAPIER SUGAR FEED Co., of Owensboro, Ky., was fined \$25 because a sample of cottonseed meal contained more crude fiber and less protein and fat than specified on the tag, according to analysis made by the U. S. Dept. of Agriculture.

CO-OPERATING with the Dairymen's League of New York the Hales & Edwards Co. has announced that it will put up a high class feed under the name "Dairymen's League Grade A Dairy Feed," according to a formula furnished by Professor Elmer S. Savage of the New York State College of Agriculture. The feed will be sold to dairymen thru local feed dealers approved by both the company and the League.

The Biggest Corn Crop on record, and Frost Bitten

Meaning —
Immature Corn
Soft
Needing Drying

HESS DRIERS and CONDITIONERS

will save and preserve that corn. Are you equipped? Better inquire now, before the corn is on hand.

HESS WARMING & VENTILATING CO.

907 Tacoma Building, Chicago

Moisture Testers and Grain Sieves Also

Supreme Court Decisions

Connecting Carriers.—The connecting carrier cannot be held liable for special damages accruing to the owner by virtue of the nondelivery of a shipment, where the notice or special instructions given by the shipper to the initial carrier have not been communicated to the connecting carrier.—*A. T. & S. F. R. Co. v. Sun Drilling Co.* Supreme Court of Oklahoma. 165 Pac. 1133.

Inspection of Hay.—Contract for sale of hay, providing that it shall be of same lot as that inspected by officer of purchaser, serves merely to identify hay, and is not admission that purchaser had inspected all the hay sold, so as to estop it from raising any question as to its quality.—*Farmers Warehouse Co. v. Pierce-Ingram-Abbott Co.* District Court of Appeal, California. 167 Pac. 188.

Duty of Telegraf Co. to Furnish Change.—A telegraf company must be prepared to furnish change to a reasonable amount to a person desiring to send a telegram and able to offer only a bank bill in payment; the reasonableness, with reference to amount, time, and place to be judicially determined.—*Dale v. Western Union Tel. Co.* Supreme Court of New York. 166 N. Y. Supp. 740.

Anticipating Breach of Contract.—The buyer was not justified in refusing to make payment for a shipment because the seller's insistence on the contract being carried out as made led the buyer to believe that the seller would refuse to make further deliveries, thereby breaking the contract, after the time limit expressed in the contract had expired.—*Savannah River Sales Co. v. McFarland.* U. S. District Court, Pennsylvania. 242 Federal 587.

Transfer of Title to Shipment.—Where a firm had bales of cotton in its possession evidenced by shipper's order Bs/L issued by different railroads to it, and it indorsed the bills, and, with drafts on the purchasers of the cotton from it attached, delivered them to a bank, which gave credit to the firm's account on its book for the aggregate of the drafts, the bank became vested with title to the cotton either as owner or pledgee.—*Hubbell, Slack & Co. v. Farmers Union Cotton Co.* Court of Civil Appeals of Texas. 196 S. W. 681.

Shipper's Right to Bring Suit.—Where plaintiff shipper's contract with consignee called for the delivery of the goods at H., and defendant carrier acknowledged receipt of the goods from plaintiff for transportation naming him as shipper, the contract of carriage was with plaintiff, and he could maintain an action to recover from defendant for goods damaged in shipment without securing an assignment of consignee's rights altho the B/L designated him as owner.—*Ithaca Roller Mills v. Ann Arbor R. Co.* Supreme Court of Michigan. 163 N. W. 934.

Filing of Claim.—A provision in B/L that a written claim of loss must be made within four months after a reasonable time for delivery has elapsed is not for the purpose of escaping liability, but to facilitate prompt investigation, and is held to have been sufficiently complied with when, prior to the expiration of the four-months period, oral complaint was made to the company's shipping agent of its failure to deliver, and the company acted on such complaint, and not only promised the shipper to send tracers and to make an investigation, but complied with its promise, and a month after such complaint the shipper was advised by the agent to wait a little longer, as he understood that the goods had been sold.—*Shark v. Great Northern Ry. Co.* Supreme Court of North Dakota. 164 N. W. 39.

Flood Damage in Transit.—At common law a carrier is not responsible for loss of goods due to an act of God, such as an unprecedented flood causing a river to overflow its banks and cover the tracks in a railroad freightyard. A carrier of goods is liable for their loss or damage only where its own negligence contributes as a proximate cause to their destruction by an act of God, such as an unprecedented flood.—*International Paper Co. v. New York Cent. R. Co.* Supreme Court of New York. 166 N. Y. Supp. 751.

Cancellation of Workmen's Insurance Policy.—Notification of cancellation of policy by registered letter, sent to insured's last known place of residence ten days before the cancellation takes effect, and giving notice of cancellation to Commission at the same time, is sufficient compliance with Workmen's Compensation Law (Consol. Laws, c. 67) § 54, subd. 5, though address slightly misspelled, where, notwithstanding, the letter reached the proper post office and the authorities gave insured notice of its being there, ready for delivery, and it was solely the insured's fault that he did not receive notice.—*Skoczlois v. Vinocour.* Court of Appeals of New York. 116 N. E. 1004.

Neglect to Make Sale Ordered by Shipper.—In November, 1913, T. shipped cotton to M. & Co., cotton factors, at Galveston, Tex., to be sold on the markets of said city, receiving an advance of \$5,000 on cotton so shipped. M. & Co. were to be allowed certain compensation for handling and selling the cotton, storage and fire insurance charges and interest on money advanced. On January 28, 1914, T. ordered M. & Co. to sell the cotton. M. & Co. neglected to do so until February 4, 1914, when they sold all but 3 bales, and afterwards on May 8, 1914, sold the 3 bales. The cotton market declined from January 28, 1914. There was evidence to show that if the cotton had been sold on the Galveston market on the day T. ordered it to be sold the same would have brought sufficient sum to reimburse M. & Co. for amount advanced and pay all interest and other charges due to M. & Co., leaving T. a profit. Held, in an action by M. & Co. for alleged balance due on advances made, T. in a cross-action may offset the claim of M. & Co. and recover such damages as the evidence shows resulted to him from the failure of M. & Co. to sell the cotton as directed.—*Moody v. Thompson.* Supreme Court of Oklahoma. 166 Pac. 96.

Modification of Contract.—A contract of sale of wheat for delivery during July was subject to a rule of a grain dealers' association requiring the seller, if unable to complete the contract, within the agreed limit to advise the buyer by mail, telephone, or telegraph, whereupon it should be the duty of the buyer to at once elect either to buy in, or cancel the deficit, or extend contract to cover such deficit. On July 29th the seller advised the buyer that it would be prevented by a railroad embargo from shipping until August 2d, but would get the wheat out as soon as the railroads would receive it. On August 2d and 3d the buyer wired the seller, requesting that shipments be held up temporarily, and in a second wire that the sale be canceled. The seller in reply ignored or barely acknowledged the request for delay, stating that it had the wheat ready to deliver as soon as the embargo was raised, and would much prefer to deliver it as soon as possible. In reply to a further request for delay and offer for cancellation, it again ignored, beyond a bare acknowledgment, the request to delay, and at no time in the correspondence ever did more than simply acknowledge receipt of such request. Held, that there was no acceptance to the offer to delay, so as to create a new contract, replacing the original contract; the fact that the seller did delay being caused by its absolute inability to ship by reason of the embargo, and not by its compliance with the buyer's request.—*Wichita Mill & Elevator Co. v. Liberal Elevator Co.* U. S. Circuit Court of Appeals. 243 Fed. 99.

Discrimination Among Patrons.—When a private person undertakes the ginning of cotton for the public, his gin is dedicated to the public use, and becomes clothed with a public interest, affecting the community at large and subject to governmental regulation. In view of Laws 1909, p. 247, making it unlawful for any corporation engaged in buying cotton seed and in the operation of a public ginnery to make different prices to those customers who do and those who do not sell their cotton seed to it, a cotton ginning company which had virtually a monopoly of the business in the immediate vicinity of a city, but refused to gin for any of the public who would not sell it their cotton seed, had no right thus to unfairly discriminate among its public patronage, having dedicated its property to public use, and might be enjoined at suit of aggrieved competing dealers in cotton and cotton seed, the dealers' remedy at law by action for damages as provided by Code 1907, § 2487, being inadequate.—*Tallassee Oil & Fertilizer Co. v. H. S. & J. L. Hol-loway.* Supreme Court of Alabama. 76 Southern 434.

Delivery by Carrier.—A delivery of property, transported by a common carrier, to the consignee, is not made, and does not become effectual, until the consignee is placed in the actual or constructive possession of the property. Property, transported in carload lots, may be delivered by the placing of the cars in which such property is loaded upon a siding or other convenient place for unloading, at its destination, and the surrender by the railroad company of its dominion over the same to the consignee. Delivery is not effectuated by the railroad company placing the car upon the privately owned switch of the consignee, used in common by the railroad company and the consignee, in the absence of any facts tending to show an intent thereby to surrender possession and control over the goods, and where the consignee, before he become entitled to the goods in such car, was required to take up a bill of lading therefor, by paying a draft attached thereto, and such consignee did not assume control over such car, or attempt to do so.—*Levers v. A. T. & S. F. Ry. Co.* Supreme Court of New Mexico. 166 Pac. 1178.

PHILIPPINE IMPORTS of rice for the 12 months prior to July 1 were 177,070 tons, against 180,125 tons in the preceding 12 months. Exports of manila hemp were 132,477 tons; against 143,292 tons for the corresponding 12 months of 1915-16, as reported by the Bureau of Insular Affairs.

Books Received

CO-OPERATIVE PURCHASING and Marketing Organizations Among Farmers in the United States, is a pamphlet giving the history, forms and tendencies, statistics, representative types, financing, and laws of co-operative enterprise, by O. B. Jesness, assistant in co-operative organization, and W. H. Kerr, investigator in market business practice. Bulletin No. 547, 82 pages, Office of Markets and Rural Organization, U. S. Dept. of Agriculture, Washington, D. C.



Jack Frost Gave Corn a Pretty Good Chase; but Hasn't Done Much Damage.—*J. F. Zahm & Co.*

No Trade If New Conditions Are Not Acknowledged?

The arbitration com'te No. 1 of the Grain Dealers National Ass'n, composed of U. J. Sinclair, Earl C. Bear and D. I. Van Ness, on Sept. 12, 1917, ruled against plaintiff Globe Elevator Co., of Buffalo, N. Y., and in favor of defendant J. D. Walls & Co., of Philadelphia, Pa., on a claim for loss of \$287.20 on two cars of oats.

Walls wired Globe: "Offer 48c two cars No. 3 white oats, good, sound stock."

Globe replied "Will book two cars No. 3 white oats 48½c. This best to-day and subject to your immediate reply."

On same date Walls replied: "Book two cars No. 3 white oats 48½c prompt. Credit Clevenger brokerage if possible."

In their mail confirmation Walls & Co. undertook to modify the contract by introducing conditions not in their wire acceptance, as follows:

"As per exchange of wires we have booked with you two cars of your No. 3 white oats 48½c. We got a sample of these oats from Mr. Clevenger, and are buying the oats to run like this sample, guaranteed to arrive at destination cool and sweet. If this is not entirely in accordance with your understanding of the transaction, please advise us by wire at once."

The Globe replied to Walls as follows: "We sell oats only on the basis of Buffalo inspection. We guarantee them to arrive in good condition, but samples are merely sent as guide to the quality. They all run about the same, but we are handling oats on an extremely close margin and the only way we can sell them is on the basis of inspection certificate as final; this is the way we buy them."

After considerable correspondence the plaintiffs, in the absence of any shipping instructions from the defendants, shipped two cars of oats to the post office address (Philadelphia) of the defendants and wrote them to the effect that, in case they did not accept shipment, the oats would be sold for the account of Walls and claim made for balance due.

The two cars of oats were shipped as above, defendants refused them and oats were sold, entailing the loss of \$287.20; as claimed by plaintiffs.

It appears from the evidence that a large part of the entire crop of oats that season was stained and damaged.

The plaintiffs base their claim on the fact that they sold defendant only No. 3 white oats, Buffalo inspection, and oats of this grade were shipped.

It is the opinion of this com'te that the minds of the two parties never met in this trade. Walls' first wire offered price of 48c for No. 3 white oats, "If good sound stock." Globe replied offering No. 3 white oats at 48½c and Walls wired back to book No. 3 white oats at 48½c and mentioned Clevenger, the broker. In our opinion it should be assumed that No. 3 white oats of good sound stock were being bought by the defendant because certainly he would not pay one-half cent more for something inferior. But evidently plaintiff was aware that his No. 3 white oats were not good oats because he began to fight the grade proposition from the start. This fact is borne out by the evidence which shows these oats graded No. 4 white, "Stained and musty," in Philadelphia.

Since Clevenger, the broker, was mentioned in the wires and no evidence is shown that he did not receive brokerage on this trade, certainly his confirmation to the plaintiff is the one which should govern. This confirmation specifically states "Quality to conform to specifica-

tions in letter sent Globe today by J. D. Walls & Co." Letter of same date from Walls to Globe states they were "Buying oats to run like sample, guaranteed cool and sweet," and "If this is not entirely in accordance with your understanding of the transaction, please advise us at once by wire." Evidence shows that Globe did not answer this letter by wire but tried to hold defendants to a trade which, in our opinion, was never made.

Therefore we find for the defendants and assess the cost of arbitration against the plaintiffs.

The foregoing decision is erroneous in one particular, in holding that a party can modify his contract in the confirmation. According to law when Walls replied "Book two cars No. 3 white oats prompt," the contract was complete, and Globe had a right to rely upon it until the confirmation came to hand, when Globe should have wired as requested, offering to cancel and holding Walls for his then loss, if any; as it is the duty of contracting parties, when a mistake is discovered, to minimize the loss.

Tentative Program Farmers Grain Dealers Ass'n of Illinois.

The annual convention of the Farmers Grain Dealers Ass'n of Illinois will be held in Galesburg, Ill., Oct. 16, 17 and 18, 1917. Headquarters will be at Hotel Custer. The following tentative program has been announced:

Tuesday Morning.

Welcome by the Mayor.
Response by Vice-Pres. John Miller.

Tuesday 1:30 P. M.

Annual Address: Pres. J. C. Saylor, Cissna Park.
Annual Report of Sec'y A. N. Steinhart.
"Collective Buying," C. W. Lyman, Madison; W. H. Hayes, Neponset; A. H. Dysart, Standard.
"Collective Selling, Brokerage," F. W. Stout, Askum; O. J. Bear, Sidell.

Tuesday 7:45 P. M.

"The Organized Farmer at Washington," J. W. Shorthill.
"The Railroad and the American Farmer," Clifford Thorne.

Wednesday Morning 9:30 A. M.

"Grain Grades," Adolph Gerstenberg, Chicago.
"Side Lines as a Necessary Adjunct to the Business of a Successful Farmers Elevator," F. W. Laughlin, Ashland; Homer Bell, Watseka.

Wednesday 1:30 P. M.

"Financing the Business of Farmers Elevators":
(A) "The Local Company," J. A. Hennebry, Plainfield.
(B) "The State and National Organizations," P. C. Allen, Ransom.
(C) "Our Educational Work," H. M. Wood, Delavan.
"The Institution—The Manager—The Service Rendered—Appreciation," M. R. Myers, Chicago.

Wednesday 7:30 P. M.

Program to be supplied by com'te of managers.

Thursday 9:30 A. M.

Reports of Com'tes.
Election of Officers.
"Food Control," Harry W. Wheeler, Chicago.
"Price Fixing," Howard Jackson, Chicago.

G. E. CALL, professor of agronomy in the state college of agriculture of Kansas, recognized as one of the best experts on wheat in the entire country, estimates that on the average the American farmer who grows wheat is receiving \$1.21 net per bushel with the market price fixed at \$2. With the price fixed at \$2.20 per bushel, the average net profit, on this basis, would be \$1.41 per bushel.

THERE are other publications, but there is only one

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If you wish inside facts concerning the grain business before you every Monday morning, you will subscribe now.

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Use a good Telegraph Cipher Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

Universal Grain Code, the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will protect the contents of your messages as no other code used in the domestic grain trade can do. Its 146 pages of bond paper contain 13,745 expressions for present-day terms, and no two of them are near enough alike to cause confusion in the translation of messages. Bound in flexible leather. Price, \$3.00.

Robinson Cipher Code with 1912 Supplement, an absolute necessity with every grain dealer who handles any of his business over the wire. Bound in full leather, and printed on bond paper. Price, \$2.00.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$15.00.

Millers Code, designed especially for the milling and flour trades. Size 3¼ x 6 inches; 77 pages. Price, \$2.00.

Baltimore Export Cable Code, third edition, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 412 pages. Price, \$10.00.

Your Name in gilt letters stamped on front cover of any of the above books for 25 cents extra. For any of the codes, address

GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, Ill.

Patents Granted

1,240,365. Seed Corn Drier. (See cut.) Robert F. Plumb, Tennant, Ia. A rack comprising a pair of slats, with spaced pins projecting from each side of each of the slats, a hinge connecting the adjacent ends of the slats, and a loop for supporting the device in a suspended position.

1,241,045. Grain Separator. (See cut.) John Stadtherr and Albert Bengston, Gibbon, Minn. A device comprising a plurality of inclined members discharging one upon the other, aprons depending from the upper end portions of certain of the members, and endless carriers having their upper stretches traveling toward the members, each of the endless carriers receiving from an upper inclined member and delivering to an inclined member immediately there below.

1,241,841. Grain Car Door. (See cut.) Clarence French, Fernald, Ia., assignor of $\frac{1}{2}$ to Harry S. Fleagle, Fernald, Ia. In a grain door, a frame, a vertical central post fixed therein, a plurality of doors disposed in vertical succession hinged to the inner side edge of the frame and adapted to swing thru an angle of 270 degrees, the doors being of such length that their free ends may be swung past the post in either direction, and means for forming a grain tight joint between the free ends and the post and for locking same together.

1,241,672. Automatic Scale. (See cut.) Walter S. Smith, assignor to Lewis R. Drake, Columbus, O. A steelyard scale comprising a beam, a weight, an electric motor for controlling the movement of the weight to a point of perfect balance, a plurality of circuits of varying resistance, and a circuit closing structure automatically operative by tilting of the beam to successively close the circuits thru the motor in overlapping relation to vary the speed of travel of the weight in its approach to the point of perfect balance.

1,240,852. Bag Holder. (See cut.) Peter Israelson, Ramey, Minn. A pair of laterally spaced independent arms have hooks at their rear ends, and a U-shaped member yieldingly connects the arms for parallel angular twisting movements in respect to each other, the member being spaced apart from the hooks to afford a crotch between them, the crotch being arranged to straddle a support and detachably secure the bag holder thereto; and bag holding devices, one of which is adjustable, are provided on the arms.

1,240,600. Weighing Apparatus. (See cut.) Bryan D. Pinkney, Cincinnati, O., assignor to the Triumph Mfg. Co., Cincinnati, O. The combination of a hopper provided with a pivot rod, a supporting standard provided with suspension hooks, a leverage member pivotally trunnioned in the suspension hooks and pivotally connected with the pivot rod, a pull-rod pivotally connected to the leverage member, a compression member connected with one suspension hook and a dial scale connected to the compression member and to the pull-rod.

1,241,299. Drying Apparatus. (See Cut.) G. H. and J. H. Stroband, Amsterdam, Netherlands. The combination of a primary moisture absorbing and air heating apparatus, a revolving cylinder having a plurality of openings formed in the periphery thereof, a plurality of wire gauze members extending inwardly within the cylinder and extending over the openings, a shaft for supporting the cylinder, an angularly arranged plate supported upon the shaft whereby upon the rotation of the cylinder air will be drawn from the heating and absorbing apparatuses and caused to pass thru the cylinder.

1,241,196. Automatic Sampler. (See cut.) Seward E. Cogswell, Central City, Neb. An inclined spout is provided with an orifice in its under side, and a casing, secured upon the spout, extends for a distance at either side of the orifice. A tray which travels within the casing is provided with a plurality of receptacles for receiving a sample of the material thru the orifice when positioned there beneath. Means upon the tray co-operate with means within the casing to provide for the intermittent travel of the tray at predetermined periods of time.

1,241,465. Bean Drier. (See cut.) Geo. E. Egge, Montgomery, Ala., assignor of 49/100 to J. C. Fischesser, Montgomery, Ala. Within a housing having open ends are superposed endless conveyors, each conveyor being driven in a direction opposite to the adjoining conveyors. Means are provided for directing material onto one end of the floor of the uppermost conveyor, each conveyor discharging upon the conveyor next adjoining it. A blast of hot air is directed longitudinally of the housing over and between the conveyors.

1,240,693. Roll adjustment for Bean Picking Machines. (See cut.) Albert T. Ferrell, Saginaw, Mich. The combination with the main frame of a bean machine, of an inclined roll supporting frame, means for changing its inclination, sets of rolls arranged in pairs, one-half of the rolls being adjustable and the other half non-adjustable, gears mounted upon their ends for driving the rolls, an arm secured to each end of each adjustable roll, a cam-shaft, a link pivotally connecting the arms at the upper ends of the adjustable rolls, each of the arms being connected at one end to the cam-shaft, a link pivotally connected to each arm at the lower end of the adjustable frame, the link being connected to an adjustable lever which is connected at its lower end to the cam-shaft.

1,240,775. Grain Polishing Machine. (See cut.) Herman J. Piepgras, Caldwell, Ida. A fixed cylinder has inlets at both sides of the center and a central outlet at the top, the material passing from the outlet thru a standpipe. A relatively small shaft turning in the cylinder leaves ample space to receive a mass of material between the shaft and the cylinder. Separate individual spiral flights are oppositely disposed, at each side of the center, on the shaft. An ejector is mounted on the shaft, the ejector consisting of a wheel presenting separate blades curved in the plane of rotation and wiping in succession past the outlet with the turning of the wheel. Means are provided to produce an upward current of air to permit an initial separation of the grain from the dust and chaff.

DISTILLERS' FOOKS are being gone over by government accountants to determine their relations with grain firms.

Accepting Car Shipped Too Late Extends Contract.

The Arbitration Com'te No. 2 of the Grain Dealers National Ass'n, composed of Elmer Hutchinson, Jno. S. Green and F. E. Barker, on Sept. 6 found in favor of defendant Marco Mills, Pine Bluff, Ark., and against the plaintiff, H. J. Hasenwinkle Co., of Memphis, Tenn., seeking to recover damages for delay in shipment of a carload of corn bran.

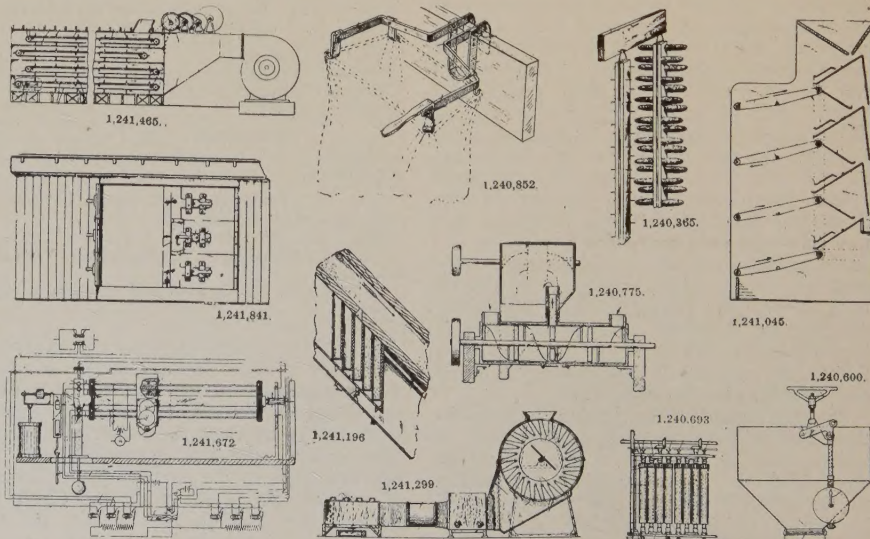
In their acknowledgment of order defendants specified shipment in August; but on Aug. 30 wired their broker "Can not ship Hasenwinkle before last next week." Wyatt, the broker, wrote back: "Sorry to note that you can not get out the Hasenwinkle car, but do the best you can and rush it."

Plaintiffs claim that they were out of this particular kind of feed for at least 20 days on account of defendants not filling their contract promptly, losing \$50 to \$100; but asked only the nominal sum of \$25. The Com'te held: That while the memo of the broker and the acknowledgment of order from the defendants do not agree as to the time of shipment, in the absence of objections by the plaintiff of the acknowledgment of the defendant, that the time of shipment was to be August, this date should hold; and, inasmuch as plaintiffs corresponded with, and phoned the defendants, refusing to cancel, and from the fact that at the expiration of either contract time of either confirmation, they did not buy in the corn bran and thus establish the exact amount of loss, as provided for in the trade rules of the Grain Dealers National Ass'n, but did accept the car when shipped, that it is in fact an extension of the contract and an acceptance thereof.

Therefore our findings are for the defendants and we order the costs of arbitration to be paid by the plaintiffs.

GEO. E. PIERCE, elevator operator of Buffalo, N. Y., is experimenting with a farm tractor using a new principle in place of plows to work the soil, on the order of a rotary pulverizer.

THE FRENCH Ministry of Agriculture estimated the condition of winter wheat as 56 on Aug. 1; while that of spring wheat was 64; spelt, 61; rye, 62; corn, 69; winter barley, 61; spring barley, 69; winter oats, 57; spring oats, 69; and flax, 70. The Ministry considers that 100 represents very good, 80 good, 60 fairly good, 50 fair, 30 mediocre, and 20 bad.



The GRAIN DEALERS JOURNAL.

Insurance Notes.

CHICAGO, ILL.—The Millers Mutual Casualty Insurance Co. has removed to larger quarters in the Consumers Bldg.

BISMARCK, N. D.—State Fire Marshal Reade has recently placed in the field a flying squadron of 15 deputies to inspect grain elevators and order increased fire protection where it is deemed necessary.

R. H. ASHTON, chairman of the central department's com'te of the railroads' war board, has notified all middle west railroad companies that precautions must be taken to prevent fires at grain elevators and warehouses. They are warned to check the accumulation of inflammable material in the neighborhood of grain storage plants.

OCT. 9 was Fire Prevention Day in Illinois. In his proclamation of the day Governor Lowden said, "The loss can be minimized only by awakening in the public mind a universal watchfulness against heedlessness, ignorance, arson and treachery." In sending out the proclamation John G. Camber, state fire marshal, added a plea for a clean up campaign to prevent fires.

THE FEDERATION of Mutual Insurance companies has been organized by the incorporated mutuals of the National Ass'n of Mutual Insurance Companies. The officers chosen by the new Federation are as follows: Pres., Justin Peters, Philadelphia; vice pres., C. A. L. Purmort, Van Wert; sec., C. I. Buxton, Owatonna; treas., F. S. Danforth, Millers National, Chicago. Governing com'te: The officers and Lincoln R. Welch, Fitchburg, Mass.; J. C. Adderly, Millers Mutual Casualty, Chicago; C. A. McCotter, Grain Dealers National Fire, Indianapolis, Ind.

A PIECE OF GARDEN HOSE was used as a makeshift when the return feed rusted off a 3-h.p. upright gasoline engine, while the manager waited for the proper connections. The cotter pin on the suction valve came out and the suction valve dropped into the cylinder. Ignition came up thru the suction valve hole and fire resulted. The manager of the house happened to be nearby so that no material loss resulted. However, a fire started thru the use of a home-made device and the plant might have been destroyed. Home-made devices for engine and other machinery invariably cause trouble.—*Our Paper.*

WE FIND the Grain Dealers Journal interesting to read, and a great help.—Merchants Grain Co., Auburn, N. Y.

THE WHEAT CROP in the Province of Granada, Spain, was normal on irrigated fields and an average on unirrigated fields. The production of wheat was 1,490 to 3,730 lbs. per acre. In Jaen province the cereal harvest is well advanced, only in the mountainous section is the wheat uncut. The barley crop can be termed middling. In the Province of Malaga there was an average crop.—Commerce Reports.

THAT FARMERS are holding up seed wheat to force the price to \$3 and \$4 per bus. is the charge made by Charles T. Neal, agent of the food administration at Omaha.

THE FOREIGN minister of Argentina has notified the British minister that it will be unnecessary for Great Britain to return to the Argentine government 180,000 tons of wheat shipped to England after the food embargo. The present stocks make unnecessary the return.

Casualties.

Melvin T. Means, while assisting in moving a car at the plant of the O'Bannon Co., Claremore, Okla., fell and cut an arm and his left leg on an old piece of galvanized iron roofing, disabling him from labor for two weeks.

M. W. Miller, while employed doing carpenter work for the Rapier Grain & Seed Co., at Owensboro, Ky., mashed the finger of his left hand and bruised his back when a bank of earth fell on him.

STOVES AND FLUES

Of course, your flue is all right, because you went over it during the warm days; but it is now time to set up the stove. Get a good stove and put a zinc under it that will extend out far enough to catch any coals that may drop. There should be no woodwork within three feet of stove—five feet is better. Pipe should be whole, well jointed, and wired if necessary. And this above all—do your own firing. What's everybody's business usually ends in a fire.

Fitzgerald & McCotter

Western Managers

OMAHA, NEB.



INDIANAPOLIS, IND.

C. A. McCotter

Secretary

INDIANAPOLIS, IND.

A fire from any cause will be a calamity; a careless fire will be a crime.

ORGANIZED 1902

Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders \$3 PER CENT of the DEPOSIT PREMIUM
Ask about the "TRI-STATE PLAN" for short term grain insurance.
E. H. MORELAND, Secretary

NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

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MILL OWNERS MUTUAL FIRE INSURANCE CO.
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.
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TEXAS MILLERS MUTUAL FIRE INSURANCE CO.
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INCORPORATED 1877

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FOUR BAGS TO ONE



DO you know that the Union Special Bag Closing Machine will sew the mouths of four filled bags to every one that is sewed by hand, and do it better?

That your thread expense can be cut to one-fourth its present cost? That you can save about \$1.50 per thousand on sacks, saving one inch in the width of bag required?

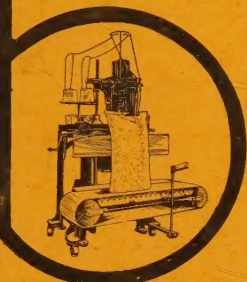
Think of the saving this would make in your plant, to say nothing of the speeding up of your output.

Union Special Bag Closing Machines are the last word in efficiency. They eliminate wasteful, slow, inaccurate hand labor.

You should know more about these money, time and labor saving machines. Write for our bag closing machine catalogue.

**Union Special
Machine Company**

Chicago,



SPECIAL NOTICE



We have moved into our new factory at 1004-6 Lynedale Avenue North, where we have greatly enlarged and better facilities for handling our increasing business. We are the sole manufacturers of Bryant Auto-

matic oil filters and DAY'S patented ventilating cap as well as out dust collectors and dust collecting systems. Watch for our next ad. When in need of anything in our line, write

THE DAY COMPANY

Minneapolis, Minn.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. **Price \$2.75.**

GRAIN DEALERS JOURNAL

305 So. La Salle Street

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